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LOCAL AND GENERAL.

The Regent has instructed Prince Ching and Tsai Cheuk to consult Grand Councillor Chang Chih-tung as to the expediency of the proposed appointment.

THE PRESS.

CENSORSHIP REMOVED.

[By courtesy of the "Sheung Po"]

Peking, 15th August.
Some time ago the Board of Civil Affairs instructed the Police to stop the Press from making references to the negotiations proceeding with Japan in regard to affairs in the Three Eastern Provinces.
It is now proposed to remove the embargo.

CHINA'S FINANCES.

A PESSIMISTIC MEMORIAL.

[By courtesy of the "Sheung Po"]

Peking, 15th August.
A memorial has been submitted by the Ministry of Finance pointing out that every economy should be practised in view of the unsatisfactory condition of the finances of the Empire.

The memorial has been shelved.

TSINGTAU UNIVERSITY.

REGULATIONS APPROVED.

[By courtesy of the "Sheung Po"]

Peking, 10th August.
The regulations for the Tsingtau University established by the German Government have been submitted to and approved by the Ministry of Education.

The Ministry has despatched officials to Tsingtau to make inquiries (as to the University).

SHANGHAI TAOTAI.

PROPOSED DENUNCIATION.

[By courtesy of the "Sheung Po"]

Peking, 10th August.
It is proposed by the Censors to present a joint memorial denouncing the Shanghai Taotai, H.E. Tsai Nai-huang.

THE REGENT'S INSTRUCTIONS.

OFFICIALS TO REPORT TO THE GRAND COUNCIL.

[By courtesy of the "Sheung Po"]

Peking, 10th August.
The Prince Regent has given instructions that all officials after their audience with His Imperial Highness should proceed to the chambers of the Grand Council and report his instructions so that they might be noted by the Council.

A monthly statement of all such instructions should be submitted to the Regent by the Grand Council.

H.E. KAO ERH CH'EN.

APPOINTMENT TO THE WAIWUPU.

[By courtesy of the "Sheung Po"]

Peking, 10th August.
An Imperial edict was issued on the 18th inst. appointing H.E. Kao Erh Ch'ien first secretary of the Waiwupu.

Before he arrives to take up his new duties, Taotai Kwan will act for him.

H.E. KAO ERH CH'EN.

GRAND COUNCIL'S INSTRUCTIONS.

[By courtesy of the "Sheung Po"]

Peking, 17th August.
Upon his appointment to the Waiwupu, H.E. Kao Erh Ch'ien, the Macao Delimitation Commissioner, wired to Peking for an audience with the Prince Regent.

The Grand Council replied to the effect that there was no necessity for His Excellency to proceed to Peking and directed him to concentrate his energies in the matter of the delimitation of the boundaries of Macao and to retain a firm attitude in regard thereto.

CHANG CHIH-TUNG.

GRAND COUNCILLOR STILL INDISPOSED.

[By courtesy of the "Sheung Po"]

Peking, 17th August.
The Prince Regent has directed Prince Ching to call on Grand Councillor Chang Chih-tung and inquire after his Excellency's health and also to ascertain when he will be able to resume duties as His Imperial Highness's first secretary.

perial Highness is desirous of consulting him on the questions of the Antung-Mukden Railway and of the Tungkuanshan Mining Concession.

ARMS FACTORY.

PROPOSED ENLARGEMENT.

[By courtesy of the "Sheung Po"]

Peking, 17th August.
The Ministry of War has asked for an appropriation of eight million taels to enlarge the arms factory.

ANTUNG-MUKDEN RAILWAY.

RUMOURD APPOINTMENT OF COMMISSIONERS.

[By courtesy of the "Sheung Po"]

Peking, 17th August.
It is rumoured that the Grand Council has agreed to Japan constructing the Antung-Mukden Railway.

Both Japan and China have appointed Special Commissioners to discuss the differences at issue.

CHINA'S STATEMENT TO THE POWERS.

In the eleventh month of the 31st year of Kuang Hsu (November 1900), the Chinese and Japanese plenipotentiaries agreed upon the construction of the Antung-Mukden Railway from a military into a commercial line and they also agreed that the line should be built and repaired by the Japanese Government.

It was stipulated in the Treaty that the right to redeem the railway at the end of fifteen years should remain with the Chinese Government, and it was also agreed that the work of reconstruction should be commenced within a period of two years.

The construction and improvement of the line were to be carried out as a joint Chinese and Japanese enterprise, each Government appointing commissioners for the purpose, and hence China has every right to send her representatives to take part in the control and inspection of the operations.

At the expiry of the time stipulated in the agreement, however, the Japanese Government gave no indication of any intention to resume negotiations in the matter nor did the Japanese Government do so until the spring of this year.

With a view to cementing the friendly relations between Japan and China the Chinese Government yielded to a request for a resumption of negotiations, and the Yuchuansu accordingly sent officers to survey the line in company with officers appointed for that purpose by the Japanese Government.

Subsequently the Viceroy of the Three Eastern Provinces (Manchuria) communicated with the Japanese Consul at Mukden, insisting upon holding to the original arrangements for the building of the line, but the Consul further delayed matters by refusing China's request that Japan should not place military guards either on or adjacent to the line, but should leave the police of the railway zone to China, through whose territory the line runs.

This is the reason of the long delay. Negotiations were still proceeding when, quite unexpectedly on the 21st of this month (Friday, the 6th August), the Japanese Minister sent a communication to the Viceroy charging China with procrastination and declaring that Japan would forthwith commence the work without Chinese co-operation.

On receipt of this communication the Viceroy forwarded to the Japanese Minister in Peking a reply the gist of which was that as the improvements were being made in the interests of trade and commerce no necessity existed for the extension of the railway zone, but China would not raise any objection if Japan wished to change the gauge and effect other improvements of an engineering character, the reply further emphasized that in the event of the gauge being changed it must be made the same as that of the Peking-Mukden line, and that no other changes must be made than those entailed by the necessities of engineering.

This stipulation has particular reference to the suggested possibility of a general change of route. The reply also stated that no extension of military control or patroling of railways to Manchuria would be permitted and that the Chinese Government would furnish police for guarding the line. It concluded by repudiating any responsibility for past delay.

We would point out to Your Excellencies that the Japanese Government resumed negotiations subsequent to the expiry of the time stipulated in the Treaty for the commencement of the work, but although this was the case, we with a view to arriving at an amicable settlement of the differences existing between Japan and ourselves did not refuse the request.

Now, however, Japan, relying upon her superior strength, suddenly takes action regardless of the terms of the Treaty and seeks to lay the blame for the delay upon China.

We are sure that under the pretext of development of communications and commerce the Japanese Government desires to build this railway almost entirely for military purposes.

It will also be remembered that the Japanese in spite of treaty obligations, have made any number of encroachments upon the rights and liberties of China.

In view of the situation set up by the matters treated of in the foregoing, and particularly regarding the extension of Japanese military control in Manchuria, we have been compelled to lay particular emphasis on the question of military protection of the railway and the constitution of the police force.

Should these points be settled, the matter could have been settled long ago, and she would have been under no necessity to attempt to lay the blame for any delay at the door of China.

China still hopes for an amicable settlement within the terms of the Treaty, and in making this announcement to the Powers desires simply to set forth the facts in their true light, leaving the world to judge to whom the blame attaches.—National Review (Shanghai).

THE PRATAS ISLAND.

HAULING DOWN OF JAPANESE FLAG.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
The Waiwupu has requested the Japanese Minister to apply for instructions from his Government for the hauling down of the Japanese flag on the Pratas Island.

The Japanese Minister has not yet sent any reply.

INLAND NAVIGATION.

PROHIBITED TO FOREIGNERS.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
The Waiwupu has issued instructions to all Provinces prohibiting foreigners from running steamers beyond Treaty limits.

CHINESE MINISTERS.

TO WASHINGTON AND ROME.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
H.E. Cheung Yam-tong, Minister-designate to Washington, and H.E. Ng Cheung-lin, Minister-designate to Rome, have fixed the 30th inst. as the date of their departure for the respective capitals to which they have been accredited.

TAOTAI WEI-HAN.

APPOINTED ON NAVAL BOARD.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
Taotai Wei Han, director-general of the Canton-Kowloon Railway (Imperial Chinese section), has been appointed by the Central Government to assist in the reorganisation of the Navy.

STUDENTS FOR AMERICA.

MINISTER APPOINTED CHIEF DIRECTOR.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
The Ministry of Education has appointed Cheung Yam-tong, Minister to the United States, chief director of the Chinese students in America and Chung Man-yiu, assistant director.

ANTUNG-MUKDEN RAILWAY.

AMICABLE SETTLEMENT IN SIGHT.

[By courtesy of the "Sheung Po"]

Peking, 18th August.
It is reported that Na Tung has been in conference with the Japanese Minister on the Antung-Mukden Railway affair and there is every hope of the matter being amicably settled.

ANTI-BRITISH BOYCOTT.

ADVOCATED BY KIUKIANG CHINESE.

[From Our Own Correspondent.]

Shanghai, 19th August, 3 p.m.
In consequence of the acquittal of Inspector Means, of the British Consulate, on the charge of the alleged manslaughter of a Chinaman at Kiang, the Chinese have advocated an anti-British boycott.

NEW CANTON VICEROY.

DEPARTURE FROM NANKING.

[By courtesy of the "Sheung Po"]

Peking, 19th August.
H.E. Yuan Shu-Hsuan, Viceroy designate of Canton, will leave Nanking for Shanghai on 22nd inst.

Viceroy Yuan will leave Shanghai by the C.M.S.N. Co.'s steamer *Hsin Ming* on 28th inst. for Canton.

He will take over the seal of office on the 4th prox.

NAVAL REORGANISATION.

A TOUR OF INSPECTION.

[By courtesy of the "Sheung Po"]

Peking, 19th August.
Shun Pui-lan is to leave Peking on the 25th inst. on a tour of inspection of the Provinces in connection with the naval reorganisation scheme.

KIRIN-CHANGCHUN RAILWAY.

LOAN AGREEMENT SIGNED.

[By courtesy of the "Sheung Po"]

Peking, 19th August.
On the 17th inst., the representatives of China and Japan at Peking signed an agreement for a loan for the construction of the Kirin-Changchun Railway.

The latest agreement entered into between China and Japan with respect to the Kirin-Changchun Railway provides that the Japanese Government shall be responsible for the construction of the line, and that the Chinese Government shall be responsible for the operation of the line.

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ANTUNG-MUKDEN RAILWAY.

PROSPECTIVE SETTLEMENT.

[By courtesy of the "Sheung Po"]

Peking, 19th August.
The Waiwupu is about to come to terms with Japan on the Antung-Mukden Railway difference.

INTERPORT POLO.

SHANGHAI TEAM.

In preparation for the forthcoming Interport Polo Match, the local team had some good practice on Saturday afternoon when nine chukkas were played, says the *Shanghai Mercury*. The ground was in good condition, the players were in good form and the players showed good combination.

The members of the Shanghai Polo team consisting of Commander Waffield, Lieut. Schade, Lieut. Meinks and Mr. R. H. Eckford, with Lieut. Pfeiffer in reserve, arrived here from the north today by the I.C. steamer *Taiyang*, and were received by members of the local Club.

The local team for the Interport match will be chosen this evening after further practice on the polo ground. The Interport Match will be held on Wednesday afternoon and promises to be very interesting and should attract a large number of spectators.

Owing to the fact that Hongkong will not be able to take part, as for the past three months they have been unable to practice owing to the ground being closed, the "Kewick" Challenge trophy has been sent up from the South and will be on exhibition at the Polo ground on the day of the match.

ANTI-OPUM MEASURES.

LAXITY IN PEKING.

Peking dispatches state that though the opium prohibition was enforced in Peking with much stringency at the outset, this keenness has since gradually worn off. It is now but a farce. Officials, when passed as cured, have been required to give bonds for their continued abstinence and to be re-examined after intervals of every three months.

Opium-smoking officials have found it useful to band together and become sureties for each other. Thus the bond regulation is easily evaded. Smoking still openly goes on in their homes, and numerous secret dens and dives exist to accommodate smokers of the lower class.

Abuse is also practised on the regulation requiring smokers to be licensed, as a number of smokers would join together to pay poor women to take out licences enabling them to buy large quantities of the drug every day, ostensibly for their own consumption, but sufficient in reality for those who pay them for this illegal behaviour. In connection with this state of affairs much squabbling by gamblers is being committed.—N. G. D. News.

A TRADE-MARK DISPUTE.

DECISION AGAINST A FOREIGN FIRM IN JAPAN.

The Patent Bureau has decided in favour of the petitioner in a petition filed by Mr. Heki Shidzuro, of Tokyo, against the China Export, Import, and Bank Company, a German firm, No. 75, Kyo-machi, Kobe, for a declaration of the invalidity of a trade-mark, No. 28,092 registered by the respondent firm.

According to the decision in this case, of the Patent Bureau published in the *Official Gazette* of the 10th instant, the petitioner maintained that the trade-mark filed by the foreign firm in question consisted of the English words "Original Express" used on sewing machines and that as these words were habitually used among sewing machine dealers in their trade they could not be registered. That they were so used was evident from the fact that the large number of catalogues of sewing machines issued by makers in Europe and America contained the words "Original Express" and that the registration of articles identical with, or similar to, marks used by another before the operation of the law. The respondent had argued that the exhibit put in by petitioner in support of his contention comprised catalogues issued by German merchants, and that in Germany the word was used commonly among dealers, but this was not so in other countries of Europe or America. This argument of respondent could not be accepted.

The subject of further maintenance that sewing machine dealers in marking their machines with the English words "Original Express" was to induce English-speaking countries to adopt their machines. It was inadmissible that machines made in Germany bearing this mark were widely distributed in English-speaking countries, and there was no doubt that if dealers in English-speaking countries did not use the word themselves, the word "Original" must be in common use, or similar to, marks used by another before the operation of the law. The respondent had argued that the exhibit put in by petitioner in support of his contention comprised catalogues issued by German merchants, and that in Germany the word was used commonly among dealers, but this was not so in other countries of Europe or America. This argument of respondent could not be accepted.

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NOTES BY THE WAY.

THE HONGKONG UNIVERSITY.

Another decided filip has been given to the Hongkong University scheme by the latest contribution of \$5,000,000 by Messrs. Jardine, Matheson and Company. This handsome gift is characteristic of the traditions of the princely house and should act as an incentive to other British firms to come forward with their subscriptions. There are several prominent European business-houses that have not yet stirred in the matter by way of pecuniary aid, but these will, doubtless, respond to the final call for funds prior to the closing of the subscription list at the end of the current year. There is a possibility that the £100,000 required for the endowment and equipment fund may be realized without a number of firms having subscribed, but this should not act as a deterrent to further subscriptions, which might in all likelihood result in extra chairs being established. This important fact should not be lost sight of by those who have British prestige at heart.

DOES ONE EAT BEER?

Some scientific authority has been expatiating on the merits of beer as a nutritive article and claims, not without well-established argument, that when one drinks good beer, one also eats beer. This is indeed satisfactory news (hypochondriacs please note) and certainly ought to swell the coffers of the local hotels. Indeed, it is the latest scientific fact that the appetite to the worth-while made famous by Jerome K. Jerome in his "Three Men in a Boat," it would have relieved those troubled souls of a great deal of heart-burning as to the exact nature of their diet compatible with the slender state of their health. Unfortunately, the innocent trio lived in a different age.

A FORTUNATE BAR.

Who says that our dignified Bar is dry and uninteresting? Cynics are wont to describe the proceedings at our Law Courts with the aid of such terms as "platitudes of the Bench," etc., but the presence of large blocks of ice in the Court-room in connection with a local litigation which has been going on now for some time struck the average observer as being distinctly coincident, not as refreshing, at this time of year, when all and sundry are sighing for a mercurial zephyr to cool their burning brow. During the progress of the case, it was found expedient for the Judges to visit the factory, which is responsible for the alleviation of thousands of parched throats and to this suggestion the bewigged exponents of legal intricacies gladly consented. This delightful deviation from the ordinary routine is diversion enough to make the local fortune tellers elsewhere engaged in the honourable profession turn green with envy. But then, a strenuous tour of service in an ever-changing climate like that of Hongkong, also has its disadvantages.

THE HONGKONGITE'S PLAIN.

Appropos of this, a remark or two concerning the average Hongkong newspaper reader may not be out of place. People at home are perfectly satisfied with only a few choice specimens of Plowdenism, if such a term may be permitted, in their daily paper, such entertaining accounts as a ramble to an ice factory are as rare as the dodo, but the Hongkong reader, whose power for grubbing is far as his daily paper is concerned seems to be highly developed, dearly loves as a rule to treat harmless persons, who have done them no harm to a long-winded dissertation as to the exact lines on which the paper should be run. If the finest daily in the world were to be published in the Colony, it is open to doubt whether a single Hongkongite would for a moment admit that it was in any way comparable to a production of Fleet Street. But, as Mrs. Malaprop says, comparisons are "odorous."

TYPHOON TOPICS.

Somewhat or other, my ideas drift to the subject of typhoons. So far, the Colony has been spared the kind of annual visit which brings destruction in its wake, but whether the "cyclical season" will end as auspiciously as it has begun is another question. Old China hands tell me that a time there was when the Colony presented a clean sheet with regard to typhoons; but I fancy this was an exception which proved the rule. Dear me, the strain of my reflections will lead guileless folk to the conclusion that I am a confirmed pessimist and that I am trying to force the unwelcome visitor upon them. Nothing is further from the truth. But it might perhaps startle them to learn that I have been complaining that the Director of the Observatory has been robbing them of an undoubted privilege, and many have been the walls of disappointment that have gone up. However, this is by the way, and the fact remains that old residents hold the opinion that sufficient for the day is the evil thereof and are, thankful to Providence that thus far the undesirable visitor has preferred to exclude Hongkong from its itinerary. May the Colony's good fortune continue.

JUPITER PLUVIUS.

Typhoon talk naturally leads to a discussion of the Colony's rainfall. Jupiter Pluvius has been extremely attentive of late, and during the past few days the torrential downpours have been responsible for the chagrin of many an enthusiastic bathing party. But the plethora of rain-laden clouds has had this advantage—it has helped to cool the sultry atmosphere and if for this only one should forgive the officious Clerk of the Weather. The violent thunderstorms that have accompanied the heavy downpours have not been particularly conducive of composure on the part of nervous people, who are strongly of opinion that the thunder-storm is a greater evil than the rain itself. Really, some people are never satisfied.

CASUAL CRITIC.

WOMEN ATTACKED BY A BEAR.

ADVENTURE IN GIU PREFECTURE.

Two women and a young girl who were wandering about near a wood in Ono District, Giu Prefecture, on the 27th ultimo, were suddenly pounced upon by a bear, said to be about seven feet in length, which rushed out of the wood at their approach. With a shriek they attempted to escape, but the bear reached the elder of the women, knocked her down, and bit her. Meanwhile the other two ran off, but the young girl floundered into a muddy pond close by. Hearing the noise the bear left its prey and made for the pond. However, the girl managed to clamber out on the other side covered with mud. By this time the cries of the women had attracted some villagers, upon seeing whom the bear disappeared into the wood. The injured woman was carried into the village, where it was found that her wound was of a serious nature and might prove fatal. At latest advice, the villagers, who were greatly alarmed to learn that a bear was in the vicinity, were endeavouring to form a cordon round the wood, and were lying in wait for the animal, armed with farm implements and various noisemaking weapons. There are some sequestered spots in the mountains of Giu Prefecture, but the existence of a bear seems rather doubtful. Bear, moreover, will seldom attack human beings at a distance when the vegetation is dense, in which case can be obtained in large quantities. Possibly the women were attacked by a wild dog.

COMPANY PROMOTION IN HONGKONG.

LETTER IN THE "FINANCIAL TIMES."

The following letter is reproduced from the *Financial Times*:—
Sir,—As you are aware, the Hongkong Company Ordinances were framed to afford facilities for the registration and working of companies wishing to trade under the limited liability laws. As a general rule these Ordinances follow the English Company Acts, but owing to lack of supervision on the part of the Hongkong Government various abuses have crept in, and unscrupulous persons have not been slow to take advantage of the loose administration of the Ordinances, especially when these companies operate outside actual British territory. Companies registered in Hongkong, but working in China, can be brought under the jurisdiction of the British Supreme Court at Shanghai, but the Court has no jurisdiction whatever over persons of other nationalities who may commit all sorts of offences against the Hongkong Ordinances without being brought to book. Of course these persons can be charged in their own Consular Courts, but when they claim protection of some small South American State in nine cases out of ten they escape punishment. There are numbers of companies trading here which are registered in Hongkong, but all the directors, managers and capital are of foreign origin, and in case of default persons making contracts with such concerns have no redress. No doubt the question is a difficult one, and one can understand the reluctance of the Hongkong Government to take action, but what is to be said of the authorities who openly permit the Company Acts being broken? We have here a Crown Advocate, who, in a sense, occupies the place of the public prosecutor at home. The English Company laws do not permit of a company inviting public subscriptions until it has registered at Somerset House its memorandum and articles of association and filed with the Registrar of Joint Stock Companies a copy of the prospectus. Practically the same regulations are in force in Hongkong, but in a prospectus, published here today, public subscriptions were being invited for a company before it had been registered. The promoters are prominent British subjects and no action whatever is being taken. It is to be wondered at that foreigners defy the Hongkong Ordinances when British subjects of standing do so? In this case the company will be registered only if the situation is successful.

In addressing this letter to you I do so in the hope that the publicity accorded to it in your widely-read paper will induce the authorities to put a stop to a state of affairs which is fast degenerating into a scandal.

I am, etc.

A BRITISH MANUFACTURER.

Shanghai, June 19.

BLACKHEADS HILL LIGHT.

NOTICE TO MARINERS.

It is notified in the *Gazette* that a group flashing light with a white sector showing between S. 84° W. and S. 86° W. on a red brick tower on the summit of Blackheads Hill (Chien-shan-tai Point) has been exhibited since the 1st August. It shows a group of three flashes of one second duration, each flash with an interval of one second, followed by a period of five seconds darkness. Since the same date a fixed red automatic light has been exhibited from the buoy marking the Cusi Rock, situated 41 cables N. 75° E. from the above light.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 27th July, 1909.
Present:—Messrs. W. H. Wallace (Chairman), J. E. Feiwick, W. Kruse, Lim Nee Kar, J. Mancinini, S. Okuyama, W. Wilson, the Health Officer and the Secretary.
Mr. Lim Nee Kar was introduced and took his seat as Chinese member of the Council.
The minutes of the last meeting were read and confirmed.

After discussion, it was decided to fix the period of notice to be given either by the Council or the Secretary, to terminate the latter's agreement with the Council, at six months.
The Secretary reported that inquiries had been made concerning (1) small-pox on the island, and (2) disease amongst the cattle, with the result that there was found to be no foundation for such rumours, which, as regarded the cattle, might have originated in the fact that a farmer had been prosecuted and convicted for selling a cow for consumption unfit for human food, the purchaser—who afterwards said the animal in Amoy—being also proceeded against and fined.

A communication was read from the Haifangting requesting the Council to order the Kulangsuan-miao-miao to register their sampans in the Haifangting's yamen, and to carry special license boards issued by that official. It was decided to inform the Haifangting that the Council could not comply with his request, as the Council considered that, as the Kulangsuan sampans already carried license boards, with the number plainly marked in both Chinese and English characters, such boards were ample for purposes of identification, whether on the Kulangsuan or the Amoy side, and that no good purpose would be served by compelling these sampans-men to carry two license boards; moreover, it would be a distinct hardship to call on these men to pay two license fees. The Haifangting was also to be requested to issue such orders as would prevent Goh Pek and other "watchers" from interfering with licensed sampans-men belonging to the International Settlement of Kulangsuan.

A letter was read from Mr. A. B. Craggs and others residing in the neighbourhood of the coal yard owned by Mr. Tong Tai, complaining of the nuisance caused by the coal dust. The Secretary was directed to inform Mr. Tong Tai of the complaint, and to request him to have the coal heap regularly sprinkled with water, and then covered with matting. Should he fail to carry out this request, the Council would reluctantly be compelled to proceed against him in his Consular Court.

The Chairman referred in feeling terms to the loss the Foreign Community and the Council had sustained by the death of Mr. A. F. Crocker, who had served on the Council for over four years.
The Captain Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—
Summons: Assault 20, Allowing pigs and cattle to stray 12, Illegally removing property 3, Debt 5, Throwing rubbish, &c., into the public drains 4, Damaging property 8, Creating a disturbance 1, Using abusive language 1. Summary arrests: Theft 5, Assault 0, Creating a disturbance 3, Breach of M. R. (disorderly house) 2, Breach of Sanitary Regulations 2, Illegal removing rubbish 1, &c., from the fore-shore 3, Quitting service without giving lawful notice 1, Drunk and incapable 1, Being a rogue and a vagabond 1.

(Signed) W. H. WALLACE, Chairman.

By order,
C. BERKELEY MITCHELL,
Secretary.

KOWLOON-CANTON RAILWAY.

QUESTIONS IN PARLIAMENT.

In the House of Commons on July 20, Mr. Ginnel asked the Under-Secretary for the Colonies if he will say who was the consulting engineer on whose advice the changes of the Kowloon Railway were adopted which are alleged to account for part of the increase in cost of construction? Was it through the Crown Agents that advice was obtained? Was the estimated cost of the changes tested by inviting public tenders? Whether he is aware that the purposes of the line are commercial; and whether any competent person has estimated that the line can when working ever repay the principal or any interest on the money spent upon its construction?

Colonel Seely: The railway is being constructed throughout in accordance with the advice of the consulting engineer, Sir John Wolfe Barry and Partners, who, in the correspondence between the Colonial Office and the consulting engineers to pass through the Crown Agents. As the line was being constructed on the departmental system, it was obviously out of the question to invite tenders in respect of part of it; the line is being made in the interests of the trade of Hongkong, and it is confidently expected that either directly or indirectly through the increase of trade with the Chinese Mainland, the Colony will be amply repaid for the money expended on construction.

CHINESE STRAMEN.
Replying to Mr. Havelock Wilson Mr. Winston Churchill said that the number of Chinese seamen of all ratings who were engaged through the mercantile marine office at Poplar during the quarters ended June 3, 1908, and June 30, 1909, was 115 and 493 respectively. In order to avoid misapprehension he should like to add that the figures for Poplar were quite exceptional. Taking the figures of the engagement of Chinese seamen at the principal ports of the United Kingdom for the first six months of the present year, and comparing them with those for the first six months of last year, it appeared that there was practically an increase, the total being 2,173 compared with 2,122.

SIBIRIAN POSTAL ROUTE TO CHINA.

Mr. Holt asked the Postmaster-General if his attention had been called to the statement of the Acting Consul-General at Tientsin contained in Consular Report No. 4,731, Annual Series, that letters addressed via Siberia reach Tientsin a little more than half the time taken by letters posted in the United Kingdom without specific direction as to route; and if this is correct, whether he will assist British trade by forwarding by the quickest route all letters not specifically addressed?

The Postmaster-General: I am aware that the time of transit to Tientsin by way of Siberia is about half as long as by other routes. The question of making greater use of the Siberian route for letters is engaging my attention.

NEW FRENCH GUNBOAT FOR THE YANGTZE.

SHANGHAI DOCK CO. COMPLIMENTED.

The French Navy has received a most valuable addition to her Yangtze Fleet in the river gunboat *Doudart de Lagree* destined to replace the *Guibet* at Oly in carrying the Tricolor over the rapids of the Upper Yangtze into the heart of China.

The boat was built by Messrs. E. de la Brosse et Fouché of Nantes in France, sent out here in pieces and re-erected by the Shanghai Dock and Engineering Co., Ltd., at one of their docks. The whole structure and equipment was carried out in the short space of 33 days from the time the materials were landed until she left the wharf under her own steam on her first and official trial trip. The trial trip proved a great success in every way, the number of revolutions of the machinery being in excess of the number obtained by the builders, and her speed was 14 knots.

The gunboat presents a very smart appearance, and as regards the shape of her hull and the arrangement of her gun houses she is a marked departure from the usual type of Upper Yangtze gunboats to which we have become so familiar of late.

Her principal dimensions are:—
Length over all.....172'6"
Breadth.....23'0"
Depth.....7'5"
The machinery consists of two sets of triple expansion, surface-condensing engines, and steam is supplied by two watertube boilers fitted with forced draught.

The Shanghai Dock and Engineering Co., Ltd., have been complimented by the builders in most gratifying terms on account of the very prompt and able manner in which the work was carried out by them, the contract time allowance for completion having been fixed at 56 days.

UNDER DUTCH RULE.

PROSPECTS OF THE MALAY IN SUMATRA.

The *Locomotief*, a newspaper published at Samarang, draws a comparison between Dutch and British administrative methods, as seen in the F. M. S. and Sumatra, respectively. Full justice is done to the wonderful strides made in the F. M. S. through the tin industry and plantation enterprise, but it is declared that the people of the land—the Malays—are the least benefited. Our contemporary maintains that they are crowded out and thrust aside by hordes of foreign immigrants—Chinese, and others—who are the Malay rulers have very little voice in the government.

Turning to Sumatra, not including Aceh, where war still prevails, it is stated in the *Locomotief* that the native chiefs and sultans are under treaties which expressly leave the native under their rule. The first charge on the revenue is the civil list of the native rulers, the next is the salaries of the officials—while the balance is spent for the benefit of the native population in public works and improvements. This balance is 15 per cent. in Siam and as much as 25 per cent. in Luang Prabang. The foreigners in the country are not to be treated by government, the natives only being under the chiefs of the land. The position of the native rulers is thus clearly defined and strengthened. The government, on the other hand, has the power to protect the natives from being ousted and plundered by broad-minded immigrants, as it is asserted, is the case in the F. M. S. The granting of concessions to Europeans is kept within strict bounds to check grasping methods.

The sum of it all, observes our Samarang contemporary, is that while the native rulers in the F. M. S. are reduced to the rank of mere puppets, and the Malays are left out of the reckoning, the natives in Sumatra are governed by their own chiefs and have the lion's share in the distribution of surplus revenue—besides being safeguarded against foreign immigrants and planters getting the upper hand.

The Dutch Government have avoided the mistake, made in the F. M. S., of leaving the weak and unenterprising Malays to be, as it were, driven to the wall. The Dutch Government have not only the idea of federating the Sumatra Native States on the ground of its interfering with simplicity of administration.

NEW LAW COURTS.

PROGRESS OF THE BUILDING.

In his report for last year, the Director of Public Works has the following reference to the New Law Courts:—

The whole of the main cornice was completed, and about 200 feet of the base to the balustrade was bedded. The carved figures in the pediment on the west front were completed and fixed, and the statue of Justice was finished ready for hoisting into position. The granite facing of the walls of the second and third courts was completed; the east walls of the library was built to a height of 15 feet above second floor level and the walls of the rooms on the second floor (east front) were built to a height of 3 feet above floor level; and the windows of the upper part of the principal court were built to a height of 10' 6" above second floor level and the internal walls, generally, were within about 4' of the frame height.

The massive steel brackets to support the overhang of the roof were fixed on the east and south sides of the third court. The concrete of the first floor colonnade was completed with the exception of four bays, and all the concrete floors (except that of the balcony over the colonnade) on the second floor were laid.

The dressed granite set in the work amounted to 26,863 c. ft. and about 1,500 c. ft. was dressed ready for setting. 195 granite balustrades were prepared, a total of 335 ready for fixing. The average number of masons employed daily was 142.

A contract for the joinery and fittings required to complete the work was let to Mr. Chan A Tong on the 23rd February. A quantity of cements, etc., were made and the panning of the courts was in course of preparation.

1908. Estimates.....\$100,000.00
1908. Expenditure.....99,992.15
Total Estimates.....\$99,992.15
Expenditure to 31/12/08.....\$76,320.39

THE ANTONIO-MUKDEN RAILWAY QUESTION.

ATTITUDE OF FOREIGN POWERS.

According to a Tokyo dispatch to the *Mainichi*, the news that the Japanese Government has decided to carry out the reconstruction of the Antonio-Mukden Railway in defiance of the protest of the Chinese Government appears to have moved the latter Government. Information has reached Tokyo that a certain high official in Peking had an interview with Mr. Ijima, the Japanese Minister, and warned him that in the event of the Japanese Government carrying out the reconstruction of the railway by force, great trouble might ensue between Japan and China, in which case, nothing could be more unfortunate for the two countries. The Chinese official asked whether there was no way of arriving at a peaceful settlement of the difference by means of mutual concession. The Tokyo correspondent of the *Osaka Asahi* learns that the Foreign Office, in reply, informed the Chinese Government that the Japanese Government had already decided on the course to be taken, and the fact had been communicated to the foreign Powers. Moreover, the Imperial sanction had been obtained, and there was no room for the Chinese Government to make any concession. The only course now left for the Chinese Government was to accept the Japanese demand. This intimation was transmitted on the 4th instant, and the Government is now awaiting a reply before launching an ultimatum.

Mr. Nakamura, President of the South Manchurian Railway Company, who is now in Tokyo, is awaiting the instructions of the Government. It is believed that his departure from Tokyo will be the signal to commence operations for the reconstruction of the railway in Manchuria.

The correspondent adds that the foreign Powers raise no objection to the course to be taken by the Japanese Government, because it is authorised by the Peking Treaty, and the connection of the service on the main line of the South Manchurian Railway and the Chinese Eastern Railway has now been arranged. When the transformation of the Antonio-Mukden Railway is completed, connection by rail between Japan and Europe by way of Fusan will be established. The Japanese Government has not the slightest intention of using the Antonio-Mukden line for its private purposes, and the transformation of the line is intended merely for the purpose of realising the open-door principle in Manchuria. This has won for the Japanese Government the sympathy of the foreign Powers. For this reason, it is not expected that they will support the cause of China, unless China has very strong grounds for her objection. [This correspondent is evidently of opinion that the foreign Powers know nothing of the actual wording of Article VI. of the Peking Treaty.]

A Tokyo dispatch to the *Osaka Shimbun* reports that the Japanese Government has decided to take the line of action between the military and civil parties in the Government regarding the China question, the military party alleging that the attitude of the Foreign Office is inclined to be too yielding. It is reported that Government will acknowledge the sovereignty of China over Chientao, and give way to the Japanese Railway question. This is considered by the military party as a humiliation to the Empire, and they allege that all the undertakings projected in Manchuria at the cost of blood are about to vanish like a dream. The military authorities were strongly opposed to the moderate attitude originally taken up by the Foreign Office on the question of the Antonio-Mukden Railway, and it was because of pressure brought to bear that the views of the Foreign Office have been changed and the proposal has been made to reconstruct the line by force.—*Japan Chronicle*.

THE OPIUM QUESTION.

STRAITS GOVERNMENT TO WORK THREE LOCAL FARMS.

SINGAPORE, JOHORE AND MALACCA.

The Government are taking over the manufacture and sale of opium for Johore as well as for Singapore and Malacca, from January 1 next, the farmers remaining in control at Penang for the present. Mr. F. M. Baddoley, formerly acting official assayer, who is now at home on leave, but who returns next month, will be in charge, and Mr. J. R. Brooke, Government analyst at Penang, has been nominated to assist him, but the appointment has yet to be confirmed. The old Tanjong Pagar office, which has been discussed as a suitable place for the government factory, but no decision has yet been reached.

There are several uses to which this site might advantageously be applied, those high in favour being of opinion that they would be suitable for houses of detention, while another view is that they might be turned into a great immigration depot, where newly arrived immigrants should be segregated under closer Government supervision than at present. The Government own the factory at present in use and may decide to continue the use of those buildings.—*Strait Times*.

HONGKONG WATERWORKS.

TYTAM TUNNEL SCHEME.

The Hon. Mr. W. Chatham, C.M.G., Director of Public Works, writes in his annual report for 1908 as follows:—

These works, which have now been fully completed, form part of the scheme for the full development of the Tytam Valley Supply. They comprise the following:—
(i.) A Storage Reservoir in the lower portion of the Tytam Valley, the permanent overflow level being 200 feet above Ordnance Datum.

(ii.) A pumping station on the west shore of Tytam Bay.

(iii.) A road from the Shaukiwan-Stanley Road, to near the Tytam Byewash Dam.

(iv.) Access roads to the Pumping Station and to the gauge basin at the inlet to the Tytam tunnel and a path from the old Stanley Road, round the shore of Tytam Bay to the pumping station.

(v.) A rising main from the pumping station to the inlet to the Tytam tunnel.

(vi.) A suction main from the storage reservoir to the pumping station.

The following is a description of the work:—

STORAGE RESERVOIR.

(i.) Designated Tytam Intermediate Reservoir. This reservoir has a capacity of 150 million gallons at permanent overflow level, which is 200 feet above Ordnance Datum, and by inserting board 2' 6" high in the overflow, its capacity can be increased to 213 million gallons. Its catchment area is 470 acres but the water from a portion of it, 210 acres in extent, is intercepted by the Tytam West Catchwater. As the catchwater is inadequate, however, to convey all the water flowing from this area during heavy rainstorms, the reservoir derives some benefit from it, besides intercepting the subsoil water. The dam is constructed of concrete faced with rock-filled granite ashlar on the upstream face and partly with rubble and partly with dressed ashlar on the downstream face and is provided with an overflow 100 feet long about the centre of its length. The concrete, with the exception of the backing of the upstream ashlar face, tapering from 10 feet thick at the base of the dam to 5 feet thick at the crest, which is in the proportion of 4 to 1, is mixed in the proportion of 6 to 1 and contains displacers. The height of the dam above the original stream bed is 90 feet and, from the lowest foundation level to the crest, 110 feet. A valve-way, containing four 10-inch diameter pipes, connected with a 12-inch stand-pipe, which is in direct communication with the 18-inch suction main to the pumping station, is constructed in the dam and is surmounted with a valve-house. A Venturi meter (with recorder in the valve-house) registers the amount of water passed down to the pumps. The contents of the dam are:—
Cement Concrete.....24,520 Cubic Yards.
Ashlar Masonry.....47,755 " Feet.
Rubble Masonry.....451 " Yards.

(ii.) PUMPING STATION.

The pumping station has been erected on a site well below the proposed low level reservoir and excavated out of the hillside, the material so obtained being utilized to form a reclamation where junk can come alongside and discharge coal. The buildings are substantial structures and comprise a commodious engine house, boiler house, workshop and store. Quarter for a European overseer have been constructed on a site 100 feet above the station overlooking Tytam Bay, whilst those for the Chinese staff of engine drivers and stokers are situated close to the station. The main flue from the boiler house is carried up the hillside and terminates in a short shaft 61 feet in height, the total vertical height from the fire-grate to the top of the shaft being 135 feet.

Two sets of pumping engines and two boilers, supplied by Messrs. Tangy, Birmingham, have been installed. Each set is capable of raising 14 million gallons a day to the gauge basin at the inlet to the Tytam tunnel, 400 feet above Ordnance Datum; the engines have been so designed as to work alternatively from the proposed low-level reservoir or with a negative suction lift of from 100 to 200 feet when pumping water from the intermediate reservoir.

The engines are triple-expansion, condensing and run at 244 revolutions per minute with a steam pressure of 135 lb. per square inch. The pumps, three in number, have 12-inch diameter cast-iron pistons and are placed immediately under each cylinder, being driven direct from the piston rod cross-head by slide rods straddling the crank shaft. The boilers, two in number, are of the Lancashire type and are fitted with super-heaters in the smoke chamber. An engine, supplied with steam from the main boilers, and a direct-driven dynamo of ample capacity have been installed for lighting the station. An overhead 5-ton travelling crane, capable of lifting any portion of the engines, spans the engine room.

ROAD.

(iii.) The road, whilst taking the rising main already laid and containing provision for a duplicate main to be laid later, also supercedes the road which will be submerged when the low-level reservoir is constructed. It is 14 miles in length and has a width of 20 feet for 12 miles, where the main is laid under it, and of 12 feet where it has only to accommodate the traffic. The road has a continuous rising gradient, varying from 1 in 240 to 1 in 8, and is free from sharp bends so as to avoid excessive friction in the main when pumping is in progress. There are four large bridges, (one with 3 spans of 50 feet, one with 3 spans of 20 and one of 30 feet, one with 6 spans of 20 feet and one with 3 spans of 20 and one of 30 feet), three cuttings over 60 feet deep and numerous massive retaining walls.

The bridges have a clear width of 13 feet between parapet walls. The piers, abutments and arches are constructed of concrete, the spandrels and haunches are filled in with lime concrete. Wherever the road is on embankment, masonry piers have been carried up from the solid ground to support the mains.

ACCESS ROADS.

(iv.) These have been constructed to take the rising and suction mains. They are of an aggregate length of 1,335 miles and have widths of 6 and 72 feet.

RISING MAIN.

(v.) The rising main is 3,406 yards in length and consists of cast iron pipes 18 inches in diameter, 1 inch thick and 12 feet in length. The weight of each pipe is 19 cwt., the pipes being of uniform section throughout the whole length of the main, so that no confusion should arise in laying them. Three sets of relief valves, air and by-pass valves and five washout have been fixed at intervals in the rising main. The rising main is laid in a trench 5 feet 6 inches deep, the joints being run with lead, 24 inches deep, after the insertion of a strand of yarn.

(vi.) SUCTION MAIN.

The suction main is 2,416 yards in length, the pipes being the same as those used for the rising main. Two sets of sluice and air valves and two washouts have been provided on the suction main. The suction main is laid in a trench 3 feet 3 inches deep, the joints being run with lead, 18 inches deep, after the insertion of a strand of yarn. The cost of the works was as follows:—

(i.) Storage reservoir.....	\$38,435.14
(ii.) Pumping station.....	58,465.55
Preparation of site and erection of buildings.....	117,830.66
(iii.) Road.....	198,286.21
(iv.) Access Roads.....	154,307.57
(v.) Rising Main.....	235,094.07
(vi.) Suction Main.....	24,815.75
Miscellaneous Charges.....	586,159.64

The foregoing is exclusive of a sum of \$84,032.44 spent on the temporary pumping plant which was brought into operation on the 1st November, 1903, and dismantled in May, 1907, and on preliminary works, surveys, borings, well-sinking, &c., principally at the site of the proposed low-level dam.
1908. Estimates.....\$ 15,000.00
1908. Expenditure.....33,694.81
Total Estimates.....862,000.00
Expenditure to 31/12/08.....1,038,165.08

THE GREAT FIRE AT OSAKA.

THE DEVASTATED AREA.

The result of a survey made by the Osaka Municipal authorities shows that the area devastated by the fire is 1,820 acres or 20 cho (21.2 miles) in length, from Kushin-machi, where the fire originated on the east, to the Nippon Spinning Mill at Fukushima, on the west, and the widest part is 500 ken or 5 cho (one-third of a mile), from the Yagi bridge to the premises of the Sampo Company, and the narrowest 40 ken or 240 feet, covering a total area of 369,438 tsubo, or 123 cho (about 305.3 acres).

FINANCIAL EFFECT OF THE FIRE.

Referring to the financial effect of the great fire the *Asahi* has the following remarks:—
The total loss to fire insurance offices in this great conflagration will, doubtless, exceed ¥4,000,000, and the insurance companies will be compelled to dispose of the Government bonds held by them in order to settle the claims. In the event of such a large amount of bonds being disposed of at once, the bond market will be affected. This course being disadvantageous to the companies, they may draw money from the banks and dispose of the bonds gradually at an opportune occasion.

The banks suffering direct loss from the fire are the Kitabatake and the Nippon Savings Banks, their Dojima branches having been destroyed. The only other banks having large business connections at the scene of the disaster are the northern branches of the Yamaguchi and the 24th Banks. The total damage sustained by the banks is thus not very large. Even in the case of the Kitabatake Bank, the financial depositary of the Dojima Rice Exchange, the amount of advances made to sufferers in the devastated district is estimated not to exceed ¥2,000,000, while the advances made by the Yamaguchi, 34th, and Nippon Savings taken together do not exceed ¥3,000,000. As the notes on which advances are made are endorsed in most cases by the leading men in the business centre of the city, and other notes are secured by property, the loss to the banks will be slight.

OSAKA ELECTRIC LIGHT CO.

The investigations into the damage

THE RETRENCHMENT SCHEME

PROPOSED ABOLITION OF POST OF ASSISTANT MEDICAL OFFICER OF HEALTH.

The following minute is by Mr. E. D. C. Wolfe, Head of the Sanitary Department:—His Excellency has instructed me to ascertain whether the members of the Board concur with me in stating that only two Medical Officers of Health are now required and not three. I proposed to refer the matter to members in connection with the Retrenchment Committee's proposals; as the matter is urgent, however, I should like to bring it forward at the next meeting in the form of a resolution: "That the Board recommends that there should be one Assistant Medical Officer of Health only and that the post of Assistant Medical Officer of Health be abolished as soon as convenient, and that arrangements be made with the Medical Department for the loan of a medical officer during the absence on leave, etc., of either the Medical Officer of Health or the Assistant Medical Officer of Health, to discharge the duties of a sanitary adviser to the Board and the Department."

Mr. Ho Kom Tong minuted:—I think one A.M.O.H. is quite enough.

Mr. A. Shelton Hooper:—With the large amount of mortuary work to be done by A.M.O.H. it is doubtful if the proposed retrenchment is advisable.

Dr. G. H. L. Fitzwilliams:—I think that this is a wise and suitable retrenchment and I don't agree with the minute of Mr. Shelton Hooper that the amount of work in the mortuary is likely to give any serious trouble.

Mr. Lau Chu Pak:—I agree with Dr. Fitzwilliams.

Hon. Mr. A. W. Brewin:—This cannot be considered satisfactorily without full discussion in Committee as to present duties of the A.M.O.H. and some explanation of the reasons why the post can be now abolished.

Director of Public Works:—I think, too, some explanation and discussion is necessary.

TERRIBLE SEA TRAGEDY

MOTHER MURDERS CHILDREN.

Marooned on Middleton Reef for more than a month, the captain's wife killing her own hand her two children and throwing their bodies overboard to keep the starving sailors from killing and eating her offspring, the death of the mother the following day and the rescue of the five remaining sailors the day after by an English tramp steamer, is the story of hardship and suffering brought to Manila by Captain Schmidt, the German freighter *Sommerberg*, which arrived yesterday, reports the *Manila Times* of 7th instant.

The *Sommerberg* came direct from Sydney to Manila, and the vessel bearing the rescued sailors arrived there the day before the sailing of Captain Schmidt for this port.

From Captain Schmidt's story of the tragedy it appears that a Norwegian bark, of which he did not remember the name, went ashore in a blow on Middleton Reef about 200 miles northeast of Sydney, and the skipper and some of the sailors were washed overboard almost as soon as the vessel struck. The reef is one of the most dangerous in that part of the world and many vessels have come to an untimely end on her rocks.

For more than four weeks these shipwrecked sailors, the skipper's wife and four children, were marooned on the island, help coming once when an English ship came in sight and the officers took photographs of the stranded bark, but thought her to be abandoned and sailed away again. This occurred two weeks before the final rescue of the remaining members of the crew, and as the half-starved men and the woman and their four children faded from sight over the horizon, their plight was indeed pitiful.

Another vessel was stranded on the reef a short time before the striking of the Norwegian bark, and some of the sailors went over to this vessel to get provisions if there were any on board. Returning they encountered heavy seas and before getting back to their starting point 17 of them were drowned.

Soon after the drowning of these sailors two of the children died from exhaustion. There were but five remaining sailors, the wife of the captain and three children at this time, emaciated and dying of hunger and thirst. On the small island where they were wrecked there was no vegetation and no fresh water. They were all half-starved from starvation and lack of water, their condition made worse by drinking sea water which was the only liquid they could get.

Murmurs began among the sailors to kill the two remaining children for food, but the mother overheard the babies and that night her own hand killed her infants and threw their weighed bodies into the sea in order that they might not be used for food by the demoralized men.

The following day the mother herself died from exhaustion and the nervous shock from the murder committed less than twenty-four hours before. Within a day from the time she died began flickering in the breasts of the shipwrecked sailors as they saw smoke on the horizon of the tropical sea.

The smoke grew steadily more distinct, and within a few hours an English steamer lay off from the wreck and took the five remaining men on board and steamed away from Sydney.

Upon their arrival at that port they could give only disconnected reports of their experience, as every man in the crowd was more or less demoralized from the long period of suffering, and from hoping against hope for rescue. They were well taken care of on the ship that took them off, and upon arrival at Sydney were given hospital treatment for their condition was nearly hopeless on account of lack of nourishment and water for so long a period.

SALE OF THE "HYGIA"

LETTER FROM GOVERNMENT.

The following letter from Government relative to the use of Kennedy Town Hospital for the treatment of small-pox and the sale of the hospital bulk *Hygia*, was considered at the Sanitary Board meeting last Tuesday afternoon:—

Colonial Secretary's Office, 28th July, 1909.

Sir,—I am directed to state for the information of the Sanitary Board that, upon the recommendation of the Principal Civil Medical Officer, supported by Dr. Stedman, His Excellency the Governor has decided to effect a retrenchment in the Colonial expenditure by using the Kennedy Town Hospital for the treatment of small-pox and by selling the hospital bulk *Hygia*. His Excellency has also decided at the request of the Directors of the Tung Wah Hospital that leave should be given to the Chinese community to use their Infectious Diseases Hospital at Kennedy Town for the treatment of small-pox, and the necessity of the construction of a new small-pox hospital, under the auspices of the Tung Wah Hospital, has thus been obviated.—I am, etc.

A. M. THOMSON, Colonial Secretary.

COMPANY PROMOTION IN HONGKONG.

OPINIONS IN SHANGHAI.

The following letters on the above subject appear in the *N. C. D. News*:—
Sir,—In your prospectus under the above heading in to-day's issue of your paper you state, "The specific instance to which the writer alludes... is not a violation of the Hongkong Ordinances nor would it be a violation of the English Company Acts." This would undoubtedly be so according to the Companies Acts of 1900, but there can be no doubt whatever that in the instance referred to, there would have been a violation of the existing Acts. One of the weak points of the Act of 1900 was that relating to the issue of prospectuses, and this weakness was so apparent that drastic amendments were inserted in the Acts of 1907 and 1908. As it now stands, the English Companies Act states, *inter alia*:—

"Sec. 80, ss. 2.—A copy of every such prospectus signed by every person who is named therein as a director or proposed director of the company or by his agent authorized in writing, shall be filed for registration, and no such prospectus shall be issued until a copy thereof has been filed for registration."

Sec. 85, ss. 2.—The expression "prospectus" means any prospectus, notice, circular, advertisement or other invitation inviting the public to subscribe for or purchase any shares or debentures of a company."

Even under the Hongkong Ordinance I presume a company must be properly registered before it can trade as a limited liability concern.

I am, etc. H. P. KING.

Shanghai, August 11, 1909.

Sir,—Your correspondent Mr. H. P. King is a little too positive in stating that it is illegal by English law to issue the prospectus of a company before the company has been incorporated. Section 80 of the Consolidated Act of 1908 clearly contemplates the possibility of a prospectus being issued prior to incorporation as it commences as follows:—

"Every prospectus issued by or on behalf of a company or in relation to any intended company shall be dated, etc."

It is clearly illegal by English law to issue a prospectus before the same has been filed for registration, but it is apparently legal and practicable to file such prospectus for registration before filing the memo and articles for registration. Your correspondent appears to have been confused between the regulations providing for the filing of a prospectus for registration and the regulations providing for the filing of the memorandum and articles for registration, which are two quite different things.

It would naturally be expected that a company established outside the United Kingdom should have to comply with the same conditions as a company established in the United Kingdom. There is, however, nothing in the Act of 1908 to this effect, although there are provisions specifically relating to companies established outside the United Kingdom. Section 274, subsection 4, merely provides that "every company to which this section applies, and which uses the word 'Limited' as part of its name, shall in every prospectus inviting subscriptions for its shares or debentures in the United Kingdom state the country in which the company is incorporated." I am, etc.

H. P. KING.
Prior to the arrival of the above letter we had received word from Mr. King that he had overlooked the point raised by "H."—Ed.

MAP OF HONGKONG.

NEW SURVEYS.

Many surveys of considerable extent were undertaken last year for the purpose of defining the boundaries of lots or preparing sale or lease plans. The most extensive works of this nature were the surveys of 36 Squatter Villages which took more than one surveyor's time for the whole year, the completion of the survey of Deep Bay, which occupied a surveyor over three months, and a survey of the whole of Messrs. Butterfield and Swire's property at Quarry Bay which, taking the completed time of surveyors engaged, occupied over six months time of one surveyor. In addition to these, a certain amount of triangulation work to form the foundation of a trigonometrical survey of Hongkong and Kowloon was carried out, and extensive surveys were made of the southeastern portion of Kowloon Peninsula in connection with railway work and of several blocks of land held by the Military Authorities for the purpose of determining boundaries and areas. A survey was also prepared of the Naval properties in the vicinity of Macdonnell Road, (re-named Canton Road), Kowloon, for the purpose of leases.

Seeing that such extensive surveys have had to be undertaken, it was decided that in future uniform scales of 50 feet to an inch (1/600) and 20 feet to an inch (1/2400) should be adopted for the maps of the whole Colony thus getting rid of the difficulties hitherto experienced owing to the variety of scales in use. The whole of Hongkong, Kowloon Peninsula and New Kowloon has been divided into Ordnance Sheets and the survey of Kowloon is being pushed on with a view of replacing the existing map which is on the (1/5000) scale.

ORIENTAL TELEPHONE COMPANY.

THE HONGKONG CONCERN.

The subscription list opened on July 13 and closed on July 16, for an issue by the Oriental Telephone and Electric Company, Limited, of £500,000 per cent. redeemable debenture stock at 250 per cent. raising part *pari passu* with £100,000 similar stock already issued, and constituting the balance of an authorised amount of £600,000. The stock is repayable at par on July 1, 1955, but may be redeemed after July 1, 1910, in whole or in part, on six calendar months' notice. The stock is secured by a trust deed operating as a first floating charge upon the whole undertaking and assets of the company, both present and future. The prospectus states that the company provides telephonic communication in Madras, Singapore, Rangoon, Mouzoun, and Mauritius, and exercises a controlling influence in the following companies:—The Telephone Company of Egypt, working in the whole of Egypt; the Bengal Telephone Company, working in Calcutta; the Bombay Telephone Company, working in Bombay, Ahmedabad, and Karachi; and the China and Japan Telephone and Electric Company, working in Hongkong and Kowloon. The shares thus held, with debentures in the Bengal Telephone Company and the China and Japan Telephone and Electric Company, were valued in the balance sheet for 1908 at £247,703, while the company's freehold premises in Singapore, Rangoon, and Mouzoun were valued at over £150,000.

HONGKONG OPIUM FARM.

AMENDMENT OF FORM OF GRANT.

In the current issue of the *Government Gazette* are printed certain amending conditions to the form of grant of the Hongkong Opium Farm. They relate to searches for illicit opium and were accepted by the Opium Farm and have been enforced during the current Farm. The amendment of conditions to be fulfilled by the grantees are as follows:—

After clause (5) insert the following:—
(5) (a) The Government to be at liberty at any time to depute persons to supervise the boiling and preparation of opium.

(6) (a) To observe the following rules relating to searches in addition to those contained in the Ordinance:—

1. Whenever a house or floor of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the grantees shall furnish confidentially to the Captain Superintendent of Police name and address of the informer.

2. The badge required by section 6 of the Prepared Opium Ordinance, 1895, shall be worn outside the sleeve of every coat, and shall be detailed for the seizure of persons on public wharves or for executing opium warrants, and such badge shall show the excise officer's office and number.

3. Not more than five excise officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such excise officers shall be provided with a dark lantern.

4. Excise officers detailed to execute a search warrant shall allow themselves to be searched by the Police before entering the Police Station from which they proceed to the search, and also on their way to the place to be searched.

THE CENTRAL MARKET.

PROPOSED INNOVATION.

The following application received by the Sanitary Board for a "killing" room in the Central Market to be used as a fruit stall was laid on the table at the meeting of the Sanitary Board last Tuesday afternoon:—

Hongkong, 12th February, 1909.

Sir,—There are at present two vacant places in the Central Market formerly used for slaughtering poultry, but are now abolished which would be very suitable for the stalls where ladies could come right in and choose whatever they wanted instead of standing outside on the pavement while a lot of coolies stand at them. I know many ladies and gentlemen would like to taste the fruits there being a respectable place in the market where one could do so.

Should I be able to obtain the above-mentioned stall, I shall have them nicely fixed up with a few chairs where customers could sit and wait while their vegetables or fruits are being weighed.—Yours faithfully,

(Sd.) CHAS. HENRY KIM.
S. T. DUNN, Esq.,
Supt., B. and F. Department.

Mr. Adam Gibson, Colonial Veterinary Surgeon, wrote as follows:—These rooms have been practically unoccupied since the new killing rooms were opened at the end of the year, and then are not crowded. I have already suggested in my reports on markets that one of them might be closed. I think it might be a good thing to let this as a stall for three years at the average rate of the other fruit stalls and at the end of that time its value would be better known. There are not too many fruit stalls.

30-7-09.

Mr. Ho Kom Tong minuted:—I think the C.V.S.'s recommendation should be adopted.

Mr. A. Shelton Hooper:—Have there not been some other applications to rent this killing room for a fruit or vegetable stall before?

Hon. Mr. A. W. Brewin:—The poultry dealers who were turned out have first claim.

Hon. Mr. E. A. Hewitt:—I agree with the Registrar-General. If my memory serves me, I think the rooms are very dark and not particularly well ventilated. If they are to be used as stores, it is possible some structural alterations should be made.

Mr. Lau Chu Pak:—Was this room not required by the poultry dealers for storing purpose, and did they not offer to pay for the use of it?

CHINESE RAILWAYS.

ALLEGED GERMAN INTRIGUES.

The following is the original text of the telegram sent to *The Times* by its Peking Correspondent, in which Reuter referred in a telegram of July 25:—

Peking, July 25.
The telegram of President Tait to the Prince Regent, emphasizing in friendly but unmistakable terms American rights in the Canton-Hankow-Szechuan Railway loan, has alarmed the Chinese. Following upon its reception the Regent, for the first time, summoned the whole of the Waiwupu to audience, and showed considerable anxiety; for, if this policy of drift continues, he realizes that he may receive other and less friendly warnings direct from other rulers.

Piun Ching, the President of the Waiwupu, whose neglect of his high duties does China much dishonour, has been awakened, and on Tuesday was present at the Waiwupu to discuss affairs with Sir J. M. Jordan, the British Minister here three years ago. Sir J. M. Jordan gravely warned him of the danger that China was running by her failure to enforce the orders of the Central Government upon the provinces.

The President's telegram is directly due to the intrigues of the Deutsch-Asiatische Bank, whose influence over the Hongkong and Shanghai Bank is so injurious to British interests in China. Their agent induced Chang Ching-tung to write a dispatch to the Waiwupu, saying that, unless arrangements were speedily made with the American Government, the signature of the final contract in spite of the American protest, or would relinquish the scheme altogether. This dispatch, coupled with the uncertain action of the invertebrate Waiwupu, was promptly cabled to Washington and called forth Mr. Tait's excellent and opportune message.

Many Englishmen here hold the opinion that the British Government should bring pressure upon the Hongkong and Shanghai Bank to disassociate itself from the railway, which are perniciously directed, here as elsewhere, to bring us into money and loans in the American's whose policy and aims in China are identical with our own.

RETURN of visitors to the City Hall Library and Museum for the week ending the 15th August, 1909:—

	Library.	Museum.
Non-Chinese	430	235
Chinese	250	2,772
Total	680	3,007

CHINESE PUBLIC DISPENSARIES.

COMMITTEE'S EXCELLENT WORK.

In the report of the Registrar-General just issued, will be found the following reference to the Chinese public dispensaries:—
The three dispensaries in Victoria (the Eastern, Central and Western), were early in the year put under the control of the Tung Wah Hospital, on the understanding that the Public Dispensaries Committee, a body appointed for this object. The hospital withdrew from this arrangement towards the end of the year, and the Dispensaries Committee is now in control. It is composed of the Registrar-General as chairman, the Chinese Members of Council and of the Sanitary Board, the three chairmen of the annual committee of the Tung Wah Hospital and a number of the other leading Chinese. The accounts of the Victoria Dispensaries are kept by the Registrar-General, who is also charged with the collection of subscriptions.

The three dispensaries on the Kowloon side (Yau-mai, Hung-hom and Kowloon City), are more independent. They collect their own subscriptions, banking the money with the Registrar-General, and keep their own accounts. They have separate committees, on which the Chinese Members of Council have seats.

The work of the dispensaries is of a dual nature. On its educational side it is performed mainly by the committees with the assistance of a large number of "street committee men" (kaifong chik-lee) who are men of importance in their own streets, and able to bring a good influence to bear on their neighbours. The purely medical and surgical work is done by the doctors with their staffs of clerks and stretcher coolies.

The work of the committee and street committees in connection with the discouragement of "dumpling" has been fully reported on in a separate report.

In other propaganda work the committee have been equally public spirited, especially in disseminating literature bearing on the connection between rats and plague. They have also distributed for the Sanitary Department some thousands of traps and have brought about a weekly catch rate of rats of over 1,000 at no cost to the ratepayer. They are also making wholesale poisoning rats possible by assuring the co-operation of the mass of the population. It is no small advantage to have the natural spokesmen of the people as advocates of hygienic measures, and on the side of sanitation.

It may be added that the applications for Government midwives through the dispensaries represent only a fraction of the cases undertaken by the midwives. The total number of new cases treated in the six dispensaries is 74,353, an increase of over 30 per cent. as compared with last year.

JAPANESE MONEY MARKET.

LOWERING OF FIXED DEPOSITS URGED.

The *Yomi Shimbun* recently had an article in which it refers to the great difficulty now experienced by the banks in Tokyo and elsewhere regarding the profitable disposal of the large amount of funds which are fast accumulating in their vaults, and counsels the lowering of fixed deposits as a means of relieving the pressure. The financial position of the associated Tokyo banks on July 24th last compared with the corresponding date during the last three years, is shown below:—

	CASH IN DEPOSITS.	LOANS.	HAND.
July 24, 1909	¥1,000,000,000	¥1,000,000,000	¥1,000,000,000
July 24, 1908	215,013	241,850	44,194
July 24, 1907	215,001	242,070	26,169
July 24, 1906	222,983	218,015	28,827
July 24, 1905	19,454	176,813	21,272

As will be seen from the above, the amount of deposits at the Tokyo banks on July 24th, 1909, showed an increase of 37 million yen, or 17 per cent., as compared with the same date last year, while as regards loans, this year's figure is 5 million yen below that of 1908. This state of affairs affects the interests of the banks in no small degree. Assuming the average rate of daily interest on deposits to be 1 sen per ¥100 and that on loans to be 1.5 sen, the banks have daily to pay out ¥3,700 less in interest and receive ¥1,000 less on loans than last year. This brings their daily loss to ¥4,700, or ¥1,700,000 in a year. In such circumstances, it is not surprising that the banks are suffering from a plethora of capital and from the lack of profitable employment for it. The official rate of interest on fixed deposits in Tokyo is 5 per cent., the daily interest on special current deposits 1 sen, and on ordinary current deposits 7 ris, but it is an open secret that some of the banks are paying more favourable rates to some clients. Interest on loans is varying between 7.2 and 8.8 per cent. while that on call loans is 8 ris or under. Supposing the average rate on loans to be 1.5 sen (which is equal to 5.475 per cent. annum), the difference between the interest on loans and fixed deposits is less than 0.5 per cent., so that the difficulties of the banks which aim at profiting by the difference between the two rates of interest may well be imagined.

For the relief of this embarrassing situation nothing is better calculated for the banks, continues the *Yomi*, than to drive away from their accounts a large portion of the idle money known as fixed deposits on which a high interest is paid. As far as present appearances indicate, there is nothing in sight that will cause a particularly large demand on the funds in the market, while there are several factors, such as the redemption of loan bonds, the introduction of foreign money, etc., which will go to further accentuate the sickness of the money market.

The only means of relieving the existing pressure is to open a safety valve and let out a large portion of the deposits which have now grown to rather embarrassing proportions. The principal difficulty with the present situation is the accumulation of an extraordinarily large amount of deposits, not a decline in the amount of loans, for the latter, though slightly less than last year, is considerably larger than in 1906 and 1907, when the business boom was at its height. The carrying out of a lowering of interest on deposits would have the effect of reducing the amount of the latter to a more convenient level. The hesitation shown by bankers to do this is evidently owing to the apprehension entertained by them that if the interest on fixed deposits is lowered to below 5 per cent. the greater part, if not all, of them will be withdrawn from the banks and deposited elsewhere. This will no doubt prove true so far as interest paid by the Post Office Savings Bank is a little over 5 per cent., while State and municipal securities bearing 5 per cent. interest can be bought below their face value. But whether so wholesale an exodus of funds will follow the lowering of interest as is feared by the bankers seems problematical. At any rate, there is scarcely any need for the bankers to worry about the removal of money which can only be retained at the payment of high interest and which may involve serious loss if long retained. The greater portion of the capital forming fixed deposits in this country is in the nature of fixed investments, and can hardly be regarded as a proper commercial fund. The sooner the ordinary banks are relieved of this kind of capital the better it will be for their welfare.—*Japan Chronicle*.

HONGKONG ELECTRIC TRAMWAYS.

THE BALANCE SHEET.

We have received from Messrs. Shawan, Tomes & Co. Agents, Electric Traction Co. of Hongkong, Ltd., the accompanying Balance sheet and statement of profit and loss account of the Electric Traction Co. of Hongkong, Ltd.,—

To Capital:—

Authorized and issued:—
325,000 shares of £1 each issued as fully paid up, per last account..... 325,000 0 0

Five per cent. mortgage debentures charged upon the undertaking and all property of the company..... 195,000 0 0

Creditors:—

London..... 1,388 10 6

Hongkong..... 1,239 1 9

Reserve for depreciation and renewals..... 16,000 0 0

Balance of profit and loss account..... 285 11 1

£538,014 3 4

By Tramway undertaking, including land and outlay on construction and equipment:—

As per account, 31st December, 1907, 520,278 12 11

and expenditure since..... 352 5 3

£520,630 18 1

Cash at Bankers and in hand:—

London..... 605 7 11

Hongkong..... 635 6 2

Loans against security:—

Debtors and payments in advance:—

London..... 31 5 3

Hongkong..... 531 10 6

£561 15 9

Stock of stores, tickets and coal in Hongkong, as per inventory signed by general manager and agents:—

By Goods in transit from London to Hongkong..... 381 12 2

£538,014 3 4

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1908.

Dr. £ s. d.

To Power expenses (Abstract A)..... 3,319 9 5

To Traffic expenses (" B)..... 5,249 19 7

To Maintenance and repairs (" C)..... 5,510 5 6

To General expenses (" D)..... 9,084 9 2

Total working expenses..... 23,764 3 8

To Reserve for depreciation and renewals..... 4,000 0 0

To Balance carried down..... 9,506 1 9

£37,270 5 5

To Debenture interest..... 9,750 0 0

To Balance carried to balance sheet..... 285 11 1

£40,316 11 1

By Traffic receipts..... £ s. d.

Other receipts:—

London..... 287 4 10

Hongkong..... 59 17 2

£347 2 0

£40,316 11 1

By Balance brought down..... 9,506 1 9

Balance as per balance sheet 31st December, 1907..... 530 9 4

£10,036 11 1

The rate of Exchange is taken at 18.9/16 per dollar.

E. C. MORAN, } Directors.

ROBERT MILLER, }

LEPROSY IN RATS.

MEDICAL INVESTIGATION IN JAPAN.

A Tokyo dispatch to the *Asahi* credits Dr. Shibayama, of Tokyo, with the following statement:

TROUBLE ON THE "ASHIBULA."

CHIEF OFFICER GIVEN FORTY-TWO DAYS.

In the Marine Court, on the 18th inst., before Lieut. C. W. Beckwith, R.N., Acting Harbour Master, Captain George Harding, Master of the British s.s. *Ashibula*, chartered by the Standard Oil Company, proceeded against Charles Stancliffe, Second Officer of his ship, for continued wilful disobedience to the lawful commands of the Master, on the 11th and 12th instant at Shanghai.

The master of the *Ashibula* stated that his ship was in Yokohama and, on the 20th ult., the Second Officer (defendant) was allowed shore leave. He came to Wright's Hotel at about 11 p.m. hopelessly drunk and fell out of his room. He was taken in for the night but made himself a nuisance, going into various bedrooms and using filthy language. He was still drunk next morning and witness ordered him on board his ship at once. He took his breakfast at 6 p.m. the next day and found the Second Officer away from his place of duty. He turned to next morning. Witness then cautioned him but did not log him in, as this was his first offence. On the 11th inst., witness went ashore at Shanghai, the ship being alongside the wharf and left the Second Officer in charge of the ship. She was loading tea and was working at night. Witness returned to the ship at about 10.30 p.m., accompanied by his wife and a lady passenger. He found the Second Officer very drunk and using filthy language. About midnight, witness went on deck to see how things were going. He found the Second Officer with his head down a sky-light flashing a hand-lamp on a lady who was sleeping below. As soon as he saw witness, he cleared forward. Witness then closed the sky-light and warned the Chief Officer that the Second Mate was drunk. At 5 a.m. next morning, witness went down into the saloon and found a lady passenger very much frightened, having been constantly annoyed during the night by the Second Officer, who went into her room twice. He further annoyed her by flashing an electric torch through the port-hole of her cabin and using filthy language. At 7 a.m. witness sent the Chief Officer for the defendant. The Chief Officer returned and informed witness that the Second Officer was too drunk to get him awake. Witness then went into his room and got him out. He then logged defendant and suspended him from duty, pending the ship's arrival at Hongkong. As he considered him a danger to the safe navigation of the ship, witness took the precaution of reporting the matter to the Harbour Master on arrival.

The Chief Officer stated that on the 11th inst., the ship being alongside the wharf, he was relieved by the Second Officer at 6 p.m. for night duty. At about 11 p.m., the master returned with his wife and a lady passenger, during which time, he saw the Second Officer and considered him then fit for duty. He was sent for by the master about 8 a.m. the next morning to bring the Second Officer to him but could not get the latter up. Witness was in the saloon when the log was read over to the Second Officer. He considered him at the time stupidly drunk and unfit for duty.

A lady passenger who was travelling on the *Ashibula* at the time of the incident stated that she joined the ship at Shanghai at about 11 p.m. on the 11th inst. She saw the Second Officer, who was in a drunken state and who used filthy language. At about midnight, witness retired to her cabin. The Second Officer came into her cabin but seeing her awake went into the saloon. Witness put the light out and locked her door. Defendant tried the door, but finding it closed, he went to the sky-light and kept flashing a light into her cabin. Witness was in such a frightened condition throughout the night, that she dressed and sat up.

Defendant denied that on the night of the 20th ult. he was drunk in Yokohama. He went to Wright's Hotel but did not see the master on that night. He saw him next day at noon and asked him for money to go on board. He was perfectly sober all the time he was ashore. He went on board at about 5 p.m. An hour later he was on duty but as there was nothing to do, he went and lay down. He was never warned by the master. On the 11th inst., he was on duty from 6 p.m. to 11 p.m. and was sober throughout all the statements made by the lady passenger and the master as to his being a nuisance and annoying the passengers.

Other evidence was also taken.

Sentence of 42 days' imprisonment without hard labour was passed; the Harbour Master at the same time characterising the Second Officer's conduct as disgraceful.

FRACAS ON A STEAMER.

CHINESE CARGO COOLIES ATTACK THE PASSENGERS.

There was a serious affray on the N. D. L. steamer *Lee So* at 9.30 a.m., yesterday, reports the *Straits Times* of 13th inst., when the cargo coolies went aboard after the steamer had dropped her anchor in the roads. She had brought over three hundred passengers from Swatow and was just out of quarantine. The cargo coolies were very anxious to start work and found themselves much impeded by the passengers who were not in a very great hurry to go ashore, and also by their luggage, which littered the deck. It was not long before the coolies began to blow and soon the cargo coolies were attacking the passengers right and left. One passenger, named Lee Oh Tow, who was on the lower deck, had a jar thrown on him from above, with the result that his skull was fractured. Police was summoned from the shore and mingled in the fight, assisted by the ship's officers. European constable No. 6 narrowly escaped serious injury, a stalwart coolie throwing a heavy box at him from the deck above, which he avoided by jumping aside just as it fell. The ship's officers scattered the coolies right and left and the police made seven arrests. The injured man was removed to the hospital where his deposition was taken, as he is in a critical state. The accused were brought before the third magistrate, this morning, on a charge of affray. The first accused was also charged with causing grievous hurt to the injured man, but this charge will not be heard at present, but will await the result of the man's injuries.

Second officer, Wallace gave a graphic description of the fight and the further hearing of the case was postponed.

On the 18th inst., before Mr. F. W. Hadley, vice-consul, acting judicially, Mr. F. M. Brooks made an application on behalf of Chas. A. Engelbracht, who was committed for trial before the U. S. Court for China on a charge of embezzlement, for reduction of bail which was fixed the previous day at \$4,000 (gold), representing the *Shanghai Times*. The petition stated that defendant would have considerable difficulty in raising a bond of \$4,000 gold and praying that, in view of the fact that the U. S. Court for China would not hold a session until October, the amount of the bail should be substantially reduced. After due consideration his Honour decided that bail in the sum of \$1,000 gold would be sufficient, and made an order accordingly. The petition was subsequently executed.

HONGKONG AND SHANGHAI BANK.

DISAPPOINTMENT IN LONDON.

The London managers of the Hongkong and Shanghai Bank have received a telegram from the head office at Hongkong, that, subject to audit, the directors intend recommending the payment of a dividend of £2 per share, free of income tax, for the half-year to June 30, 1909, adding £750,000 to the silver reserve fund, and carrying forward to the next half-year £2,000,000. The reserve funds after this addition will stand as follows:—Sterling reserve fund, £1,500,000; at 25s. equals \$15,000,000; silver reserve fund, \$15,450,000; total, \$30,450,000. The dividend is at the same rate as a year ago, when \$100,000 was added to silver reserve and \$150,000 written off premises account, and the same sum, as now, carried forward. This proposed distribution and allocation may, therefore, be said to be the same as last year. The declaration seems to have caused disappointment in several quarters which had looked for a larger distribution. That the dividend was retained at the same rate as last year was looked on unfavourably, and the quotation for shares has receded. "It is not easy for outsiders to pronounce judgment, but the policy of building up strong reserves and consolidating the splendid position attained would seem to be dictated by prudent counsels."—*L. & C. Express*.

S.S. "HOI MING."

EXPECTED TO RESUME RUN IN TWO DAYS.

The West River steamer *Hoi Ming* (Captain Evans) which was beached on Lin Tin Island early on Friday morning last, owing to the uncoupling of her tail shaft, will be ready to resume her regular trips to Kowloon and back in a day or so. As we have already said the *Hoi Ming* was beached, but not long afterwards, after she had been pumped out, she came to Hongkong and was beached at Mongkok, where the repairs were attended to. It was expected that the vessel would continue her usual run to-night, but as certain special alterations have to be made it will not be at least two days before the *Hoi Ming* gets under way.

JAPANESE SUGAR EXCISE LAW.

MOVEMENT FOR AMENDMENT.

The leading Japanese sugar-interests are organizing a movement for the amendment of the Sugar Excise Law, reports the *Japan Chronicle*. It is pointed out that before the special war tax was raised in January, 1905, the sugar excise was ¥1 on the first quality, ¥2 on the second, ¥2.20 on the third, and ¥2.30 on the fourth; the difference in the rate of tax on each quality being uniformly 10 per cent. This arrangement was considered fair. Since the special war tax was raised, the rate has been gradually increased, and now the rate stands at ¥3 on first quality, ¥5.50 on second, ¥8.50 on third, and ¥10 on fourth; the differences in the rate on each quality ranging from ¥1.50 to ¥3. The difference between the rates on crude and refined sugar, which was formerly not more than 60 sen, is now ¥2 and the demand for refined sugar has begun to decline. The sugar producers in Japan—Proper and Formosa—have therefore agreed to organize a movement for an amendment of the Sugar Excise Law as the first step towards an improvement in the sugar market, it being evident that high taxation is damaging the trade.

A meeting was held a few days ago, at which there were present Mr. Fujiyama, president of the Dai Nippon Sugar Company, Mr. Fujita, president of the Formosa Sugar Company, Mr. Kusakami, president of the Ensuiko Sugar Company (of Formosa), and Messrs Masuda and Abe, of the Yokohama Sugar Company. In discussing the question, we learn from the *Asahi* that opinions were divided between the reformers and the producers of crude sugar. The former recommended that the rate on the second quality be ¥5.50, that on the third ¥6, and that on the fourth ¥7 in order to diminish the temptation of producers of crude sugar to pass third quality for second, while the producers while desirous of lowering the rate on refined sugar (fourth quality) and of benefiting themselves indirectly by the consequent increased demand, opposed the lowering of the rate on the third quality for the reasons above stated. The result of the conference will be laid before the Finance Department shortly.

A MARKET OFFENCE.

SAI-WAN-HO MARKET AS A SLEEPING PLACE.

Last Tuesday, in the Police Court, before Mr. F. A. Hazeland, three coolies were charged with trespassing in the Sai-wan-ho Market, at Shau-hwan, on Monday. Inspector Collett, who prosecuted, said that the men were found asleep on empty stalls. They could not enter the market at night because it was closed, but they passed their time there during the day, and when they were not sleeping they were smoking and expectorating about the place. They had access in the avenue at the rear of the market, but would not go there. His Worship considered the offence a serious one. It was the first case of its kind and he imposed a fine of \$15 each, the option being a month's hard labour each. The fines were paid.

BAD FISH.

SHOPKEEPER FINED ON TECHNICAL OFFENCE.

A Chinaman doing business at 81, Bonham Street, was charged in the Police Court, last Wednesday, with having in his possession five cases and two baskets of fish, which was unfit for human consumption.

Mr. Otto Kong Sing, who appeared for the defence, informed the Court that the fish was not for sale. His client was telling the stuff on commission, but as he had discovered the fish to be bad he kept the stuff in his house until the owner arrived in the Colony to turn it over to him.

Dr. Cljrk said that the defendant should have reported the matter to a Sanitary Inspector, who would have had the stuff destroyed.

The Magistrate (Mr. Wood) was of opinion that a technical offence had been committed, and imposed a fine of \$5.

A FIRE, which might easily have developed into serious proportions, occurred on board the *Gleaner*, lying at the O. M. Lower Wharf, Hongkong, Shanghai, at about 5 a.m. on 18th inst. The watchman saw smoke issuing from one of the holds, and gave the alarm. The crew and officers set to work in right earnest, and located the fire in No. 2 hold, which contained a cargo of phosphorus and bran. Aided by the Wharf hoses the ship's crew were able to put out the fire, though the fire was finally got under control only at 3 o'clock in the afternoon. The damage to the ship is trifling, though a great deal of the cargo has been damaged by fire and water; the full extent of the damage, however, cannot be ascertained until the cargo is landed.

SHIPPING SUBSIDIES IN JAPAN.

THE RESULT OF PROTECTION.

Japan has been spending a large amount of money for the last ten years on the encouragement of her shipping trade, and it is interesting to inquire into the result obtained by this system of liberal subsidies. As is well known, the principal routes on which a large subsidy is paid are the European, the Hongkong-Seattle, the Hongkong-San Francisco, and the Australian lines. Since 1900 Japan has been giving an annual subsidy of ¥2,673,000 to the first-named line, which employed 12 steamers of 6,000 tons each; ¥654,000 to the Hongkong-Seattle line, on which three ships of a similar tonnage are used; and ¥1,013,000 to the Hongkong-San Francisco line, with three steamers. Not all the necessary materials for arriving at the actual results of the business on these lines are obtainable, remarks the *Tokyo Asahi* (*Oriental Economist*), but from official returns available at insight may be had into the working of these subsidized routes. The total amount of cargo and the number of passengers carried since the inauguration of the subsidies are shown below:—

EUROPEAN LINE.		Cargo.	Passengers.
1899-1900	154,330 tons	3,788	
1900-1901	149,124	3,811	
1901-1902	140,891	7,494	
1902-1903	141,164	8,381	
1903-1904	111,802	3,744	
1904-1905	81,102	2,554	
1905-1906	145,502	9,481	
HONGKONG-SEATTLE LINE.		Cargo.	Passengers.
1901-1902	80,410 tons	3,380	
1902-1903	104,852	8,670	
1903-1904	94,593	4,288	
1904-1905	98,063	2,619	
1905-1906	123,456	4,519	
1906-1907	183,525	10,577	
HONGKONG-SAN FRANCISCO LINE.		Cargo.	Passengers.
1899-1900	87,819 tons	10,136	
1900-1901	95,038	11,569	
1901-1902	91,486	15,464	
1902-1903	90,570	12,584	
1903-1904	144,090	1,662	
1904-1905	95,574	1,558	
1905-1906	69,003	13,539	
1906-1907	75,533	11,230	

Apart from the first year in which these lines were inaugurated, and from 1905 to 1906, when the trade was affected by the war and its aftermath, the trade on these lines was carried on smoothly during the remaining four years. None of these lines, however, shows any marked increase in the amount of cargo carried at the end of the period dealt with over that carried at the time the services were started, and although some increase is noticeable in the number of passengers it is comparatively insignificant. It would be interesting to know whether the ships on the European and Hongkong-Seattle lines are carrying full cargo on each voyage, and if so, what accuracy there is for subsidizing these lines by the annual expenditure of a large amount of money. The following tables showing the tonnage of the principal cargo imported into and exported from Japan through these lines and that which is distributed abroad will give a clearer insight into the situation:—

EUROPEAN LINE.		Import to Japan.	Export from Japan.	Percentage of total.
1899-1900	81,341	50,321	64.7	
1900-1901	124,770	57,711	68.3	
1901-1902	116,373	63,168	64.8	
1902-1903	127,339	55,811	55.9	
1903-1904	106,442	10,226	61.5	
1904-1905	68,817	32,243	68.0	
1905-1906	130,016	71,399	69.0	
HONGKONG-SEATTLE LINE.		Tons.	Tons.	
1901-1902	39,410	8,951	81.4	
1902-1903	54,836	17,297	76.4	
1903-1904	55,305	6,392	84.6	
1904-1905	34,478	2,031	94.4	
1905-1906	38,326	10,559	78.8	
1906-1907	48,449	22,230	70.9	
HONGKONG-SAN FRANCISCO LINE.		Tons.	Tons.	
1899-1900	10,658	35,000	34.0	
1900-1901	20,401	39,073	34.3	
1901-1902	19,500	33,825	34.0	
1902-1903	23,034	33,641	41.3	
1903-1904	5,910	85	98.6	
1904-1905	3,312	1,630	66.8	
1905-1906	11,863	20,729	36.3	
1906-1907	18,758	18,799	50.0	

As shown above, as regards the principal cargo Japan exports to Europe, the European line is 70 per cent. to 81 per cent. to the Hongkong-Seattle line; and 30 to 50 per cent. to the Hongkong-San Francisco line. But when a comparison is made with the total amount of cargo handled by these lines, Japan's share dwindles into something like a third, as will be seen from the following:—

EUROPEAN LINE.		Total Cargo.	Japan's Share.
1899-1900	154,330 tons	81,341 tons	
1900-1901	149,124	124,770	
1901-1902	140,891	116,373	
1902-1903	141,164	127,339	
1903-1904	111,802	106,442	
1904-1905	81,102	68,817	
1905-1906	145,502	130,016	
HONGKONG-SEATTLE LINE.		Tons.	Tons.
1901-1902	80,410 tons	39,410 tons	
1902-1903	104,852	54,836	
1903-1904	94,593	55,305	
1904-1905	98,063	34,478	
1905-1906	123,456	38,326	
1906-1907	183,525	48,449	
HONGKONG-SAN FRANCISCO LINE.		Tons.	Tons.
1899-1900	87,819 tons	10,658 tons	
1900-1901	95,038	20,401	
1901-1902	91,486	19,500	
1902-1903	90,570	23,034	
1903-1904	144,090	5,910	
1904-1905	95,574	3,312	
1905-1906	69,003	11,863	
1906-1907	75,533	18,758	

Our contemporary omits to indicate the dividing line between "principals" and general cargo and in both instances gives the whole of the figures for Japan's cargo. But the fact remains that the bulk of the cargo carried neither leaves nor enters Japan, so that foreign countries gain most of the advantages accruing from the subsidy.—*Japan Chronicle*.

The number of marriages solemnized in Hongkong during last year was 158 as compared with 137 in 1907. Thirty-five marriages were contracted at the Registrar General's Office.

NEW POST OFFICE.

CONSTRUCTION WORK LAST YEAR.

Writing with reference to the new Post Office building in 1908, the Director of Public Works states:—

All the walls except those of the verandahs were built to the level of the third floor. In the case of the verandah walls, all the granite arches on the second floor were turned and about half the cornice at the level of the third floor was set. The joists for the third floor and most of the door and window frames above this level were also laid except those of the verandahs, main staircase landing and north-west lobby. The dressed granite set in the work amounted to 19,055 c.f.s. in addition to which 5,800 c.f. of rough granite were set, 920 granite balusters were moulded bringing the number up to 2,726. The average number of masons employed daily was 92.

A large proportion of the joiner work is ready for fixing.

1908. Estimates.....\$140,000.00
1908. Expenditure.....136,577.93
Total Estimates.....930,000.00
Expenditure to 31/12/08.....520,295.41

SABANG, OF THE SHIPS.

SINGAPORE'S RIVAL IN THE FAR EAST.

Ten years ago the very name of Sabang was unknown. To-day it is as familiar to the mariner as that of its formidable rival for coaling honours, Singapore. On the extreme north-east point of the Dutch Sumatra Island, and right in the very gateway of the Far East, Sabang lies tucked snugly away, protected from every wind, in a deep fjord among the tropical green-clad headlands of the island of Weh, and right in the track of every vessel trading to the Far East. No wonder Sabang grows in importance every day.

An enterprising Dutch trading company conceived the bold idea, ten years back, of establishing

A COAL DEPOT IN WEH.

to divert to itself some of the extremely profitable coal business of Singapore—and Singapore lies but two days' sail to the southward. A very heavy outlay was called for by the promoters of this speculative scheme, but it was promptly met. Sabang itself formed an ideal harbour, entirely sheltered from all weathers, with an easy entrance, a mile or so wide, good anchorage, and a depth of eight to twenty-five fathoms. Moreover, the climate, very like that of Ceylon, was almost perfect. Fevers were rare and epidemics unknown. And so Sabang was chosen for the plucky Dutch venture. To-day there are 1,400 feet of coal wharves fronting the bay, with thirty feet of water under them at low tide, and five huge electric "transporters," or coal tips, each capable of coaling a vessel at the rate of eighty tons an hour, with a sixth building; and coal sheds sufficient for storing over 25,000 tons. Only the best Welsh and Bengali coal is supplied, and the company is bound, by contract, to keep its stock up to a minimum of 50,000 tons. There is a dock, the dry dock, in which vessels of 3,000 tons can be docked; repairing shops, with a seven-ton steamhammer; a dredger, now nearly ready for service; and telegraphic communication with all parts of the world; while the further tempting fact is held out to the shipowner of free entry, anchorage, pilot-service, and wharfage. Sabang, moreover, will coal you if you arrive at night, whereas Singapore will not, and she tops her many inducements to the sailor-man by selling him her coal at a figure considerably below that of her rival. Small wonder that the Sabang of to-day looms very large in the eye of every skipper in the Eastern trade, no matter what his flag.

THE SETTLEMENT.

at present comprises some fifty whites, Dutch to a man, and genial, kindly fellows; a Malay population of eight or nine hundred; and a large number of contract-labour coolies. It is admirably administered by a Dutch controller and staff. Its roads, as good as any in England, are most tastefully laid out; its club, its factory, signal station, hospital, hotel, Post-office, Court-house, and police system are well up to all requirements; and its private bungalows, nestling among clumps of palm and pepper trees, are as invitingly cool, comfortable, and picturesque as any in the East. The Dutch and other mail steamers have recently raised this little gem of a settlement to the dignity of

A PORT OF CALL.

and there is now a weekly mail service east and west. Order among a somewhat mixed lot of inhabitants is controlled by a company of Dutch infantry, and sternly maintained by the company's officers, who are quite prepared to lay on the leather whip or rattan they carry in their hand at the first sign of disobedience or insubordination. The extraordinary enterprise of this Dutch trading company is far from exhausted. The wharf frontage is now being doubled in length, a considerable amount of land now covered by shoal water is to be reclaimed for the purpose of coal depots, a large oil storage plant for vessels using oil fuel is being erected, and a distillery is being turned on the use of the establishment of canning factories for the preserving and shipping of pineapples and other produce of the island.

But there is

ANOTHER SIDE TO SABANG

of more interest to the traveller than coal sheds and canneries, and that is the entrancing beauty of the island itself. It is one of the loveliest spots I remember to have seen, and it has been my good fortune to see many. It is but nine miles by five, but however you take it, it stands out as a gem. The approach to its harbour, Sabang, leads through waterways of the deepest blue, between walls of rolling green foliage graceful as the curves of an ostrich feather. Here and there a splash of blood-red dots the hillside, while some strange crimson-leaved tree has caught a foot-hold among the luxuriant hot of green. The dense tropical growth runs right down into the clear blue of the bay, for there is no foreshore. Hill and valley as far as the eye can reach, little islets breaking the sapphire surface of the bay, each a gem in itself, then a sudden turn of the ship's head as she rounds one of those soft green headlands, and the little settlement of Sabang opens out, a fairy town of quaint native houses and wide-roofed bungalows.

High up on a bluff and almost strangled by palm and tree stands

THE SIGNAL STATION.

A white road winding up through the coconut palms and pepper trees, waves of rolling green beyond reaching into the eastern sky above, and the blue water at your feet, and you have your first impression of Sabang. The picture reminds one of Scotland, the famous Lake scenery of Canada, and a Norwegian fjord rolled into one. Look over the side of the ship and you will see, twenty feet down in the ice-clear water, myriads of gorgeous-headed fish, and probably a shark cruising about with his faithful satellite the pilot fish a few feet in front of him. Ashore one wanders through tracks of palm and shrub, with glorious masses of purple, and scarlet, and yellow dilling the

eyes at every turn. A stroll up to the top of the bluff and one finds the welcome sign, "Hotel," and after a long spell at sea the invitation to convey is one impossible to resist. I lunched in a long cool room with straw blinds to keep out the sun (it was 94 in the shade), and half a dozen dainty barefooted Malays in greens and scarlets and blues to wait on me.

THE MALAY AT HOME

is a picturesque creature in his many-coloured "sarong" and his loose jacket, and the quaintness of the picture that Sabang offers is heightened by the huge-hatted Chinaman carrying bright coloured baskets of fruit or cold drinks along across his shoulders by the old-world native carts drawn by humpbacked oxen; and by the little native children in all the colours of the rainbow, rolling about under the shade of a tall palm or making sand-pies (there is no mud in Sabang) in the middle of the road, for all the world like his small Christian brother at home. I had no opportunity of exploring further, but that panorama of glorious colour, those wooded sea-walls, the smiling blue bay, and the setting Eastern sun which, as we fell, was throwing its rays of pink and purple and gold over all, will always be my recollection of Sabang.

Commercially, as the Dutch have proved to us, Great Britain lost

A MOST VALUABLE ASSET

when the ceded Pulo (which means "the island of") Weh and Holland, its coal and ship-repairing business is already a highly paying concern, and it promises to command the coal trade of the western end of the Far East. From a residential standpoint, the island bids fair to become one of the principal resorts in the near future for those whom business or pleasure calls to the entrance gate of the Far East.—*Pall Mall Gazette*.

CURRY AND RICE.

After doing ourselves proud one Sunday-morning in the morning, a snack at half past nine, and something out of tumblers later, followed by a real good breakfast-tiffin, at which curry and rice formed the foundation, as it were, of a moving foundation, someone said, the conversation turned on the meaning of curry. The argumentative man, who always has an explanation ready, generally wrong, but that doesn't matter, said it came from the same root as "curry" in a house, namely to dress. Curried fowl was dressed (also addressed and other feathers) hen, and the curry itself was rubbed down, polishing triumphantly to the horizontal tombstone of granite that stood with its stoop, pillar outside the kitchen. He also tried to "make us believe that "to curry favour" was a perversion of "to curry the fawn (cheerful) horse," a similar word coming from the Latin *fabula*, flattery, hence a fib. It was too hot to explain that the authorities believed in the Persian "kur," meat, which, which defined as a kind of dish much used in India and composed of cayenne pepper, garlic, turmeric, coriander, ginger, and other spices. Anyhow the curry was there, reminding one of the story of the vulgar little boy who showed his companion a biscuit and asked him to take a good look at it as he wouldn't see it again. Like our curry.

The theory of making curries in the Straits is one not to be lightly propounded. If the Mem is very keen, she may intrude on Gookle's dominion and watch the process, unless he objects, as he mostly does. She will then see a "bustard" curry, made by rule of thumb, by one of the Mem's own hands, what Curry is, and hide-bound by the tradition of what is fit for Master to eat. Ah! Sir's curry is worthy of the chef's name in only one respect, the wicked charges he makes for it. Another way is to give the Colonial god a holiday and ask Mrs. Ahmat to come in and show the Mem how to make curry. Ahmat is the pukka Malay (tamb), who gets curry about once a month, at a fair best or keendur, when all the noted she chefs of the surrounding houses are called into consultation. That is a Malay curry, truly, very tasty, very fatty, and conducive to afternoon night-mares, but it is not the Curry hogger, pull it, Mr. Ahmat be told that what he wanted is a typical Malay Curry, and not a bualan puna Curry, and if due time and two or three dollars be given her, she will bring the necessary ingredients up to the house some morning when the Tuan has gone to town, and by one o'clock she and the Mem will be very hot and very tired. There will be enough curry and rice for a large tiffin party, and an appetite in inverse proportion. Some of the "real" curry will be eaten and the rest, it is such a treat you know, will be reserved for dinner, when the Tuan is expected to try it. Now in these days, what self-respecting business man can be expected to top up a hard day's work with the curry meal and an additional unaccustomed curry? Besides, curry can't be enjoyed by candle-light, nor after more than one pahit, and certain not following the four atengs that medical advice

The "Fatsan" Affair.

AUDI ALTERAM PARTEM.

STRICTURES ON THE SELF-GOVERNMENT SOCIETY.

We have received the following letter for publication:— Canton, 13th August, 1909.

THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—As this case is again being commented upon in all the daily papers, I hope you will allow me a small space in your valuable columns to briefly recapitulate the entire affair, as well as what has transpired at the preliminary inquiry held at the British Consulate, and lastly what followed thereafter.

It will be remembered that, in November last, a Chinese passenger travelling on the steamer *Fatsan*, from Hongkong to Canton, died. It is alleged, as a result of having been violently kicked by a watchman or ticket collector, and Mr. Fox, British Consul-General, held an inquiry at the British Consulate in the presence of the Portuguese Consul-General, Mr. Moraes, Mr. Sit Wing Nin, the Vice-Consul, the Manager of B. & S., owners of *s.s. Fatsan*, Dr. Davenport, who held a *post mortem* examination on the body of the deceased, and others. At the conclusion of the inquiry, the British Consul-General said:—

"No definite charge has been framed against the watchman Noronha of having caused the death of this Chinese passenger; the Vice-Consul simply states that a Chinese passenger on the *Fatsan* has been murdered and a foreigner, no further details are given. However, as I learned from other sources that the watchman Noronha was accused of having done this thing, and as he voluntarily came to this Consulate and offered himself for investigation into the truth of the allegations against him, I decided to hold the inquiry. As Noronha is a Portuguese subject he should be tried by his own Consul, but in consultation with my Portuguese colleague, Mr. Moraes, I decided that, in view of the fact that the alleged criminal offence had been committed on board a British steamer by a person on that steamer's articles, and in view of the popular excitement prevailing in regard to this case, it would be expedient that I should first hold a preliminary inquiry into the circumstances attending the death of this Chinese passenger on the *Fatsan*. This I have done in public and thorough manner as possible. A deputy from the Vice-Consul has been present at the hearing, taking notes and cross-examining the witness; the public, including members of the Chinese press, have been allowed to be present. I have come to the conclusion, after carefully considering all the evidence that has been brought forward, that there is not sufficient evidence to justify me in handing over the accused to his Consul on a charge of having caused the death of that passenger. Dr. Davenport's evidence, given in the clearest and most explicit manner, goes to show that the deceased died a natural death. Under these circumstances the accused, as far as this Court is concerned, is discharged."

Immediately thereafter the Chinese press published hostile articles concerning the case, insisting that another trial should be held, and the Vice-Consul took no time in asking the British Consul to hold a new trial which Mr. Fox, in refusing, said that only the Portuguese Consul could do it, if he finds it convenient and justifiable. A few days later Mr. Moraes received a formal despatch on the subject from the Vice-Consul to which he courteously replied that he would gladly accede to the Vice-Consul's request provided the conditions, as required by law, are strictly observed; that it is necessary to produce fresh evidence or reliable witnesses, that in the event of their accusation being proved false they shall be punished according to law, that the investigation shall be held in the presence of a jury appointed by the Vice-Consul, and no other official or public shall be permitted to witness this preliminary investigation according to Treaty stipulations. This investigation must in no way be carried on in public according to the laws of all the civilized nations, unless at the said investigation a *prima facie* case is made out against the accused, who then will have to stand his trial in open Court. The Vice-Consul refused to accept these conditions, but insisted on a trial held, and the Consul-General for Portugal replied that only under these conditions could he legally hold the investigation without infringing the law or offending his British colleague, and since then the matter remained in *statis quo* by tacit consent.

Having placed all the facts of the case before the public may I ask what has the "Self-Government Society" to do in this matter? The Vice-Consul was represented at the preliminary inquiry held at the British Consulate, and was perfectly aware that Mr. Fox, who conducted the inquiry, acted impartially and fairly considering all the evidence that has been brought forward, and that the evidence of the witnesses for the prosecution, who appeared to all intents and purposes to have been especially prepared for that particular occasion, acquitted the falsely accused watchman. The presiding Consul remarked at the said inquiry, in the presence of His Excellency's representative, that he was aware that the accused had already been prejudged by some of the local Chinese papers and that such a practice was decidedly unfair, and addressing the Chinese reporters, who were in the Court, he said, "I have been shown a copy of the Chinese newspaper *Kowk Si Po* issued yesterday (previous) morning in which the depositions of the Chinese witnesses examined yesterday are printed almost word for word in an article entitled, 'The Murder of a Chinese Passenger by a Foreigner on the *Fatsan*.' This article, published before the inquiry had taken place, had the effect not only of prejudging public opinion against the accused, but of rendering the evidence of the witnesses for the prosecution untrustworthy, and of little value. To publish the depositions of the witnesses in a judicial inquiry or trial is entirely contrary to Western ideas, and it will be my duty to bring the conduct of the said editor to the notice of the Vice-Consul with the request that he will take such steps as he may deem advisable to punish the editor of the paper for this unwarranted publication.

Unable to discover any pretext whereby they can reasonably interfere, having failed in all their previous attempts, this so-called self-government society now alleges that the Portuguese representative has offended them in a manner addressed to the Vice-Consul. After holding several meetings the members of that self-styled body decided to address a communication to the Portuguese Consul demanding an explanation. To this the Consul could not justly do otherwise than ignore it *in toto*, as the high authorities at Peking have more than once, at the request of the Foreign Ministry, commanded the local Vice-Consul to have this Society, composed entirely of irresponsible men, suppressed without further delay. For their unlawful existence the Vice-Consul should be personally responsible, as well as for the publication of the official despatch which is a privileged communication not for publication, that gave rise to the Society's unjustifiable action against the Consul. Are the local Government officials not sufficiently strong protectors of the inhabitants of South China? Are they not

trustworthy servants of the Imperial Government? Why then will His Excellency Chang, the ex-Viceroy of the Two Kwang, allow this so-called self-government society to usurp the legal rights from the Government officials? His Excellency cannot plead ignorance of the very grave injustice he had done to all his subordinates by allowing this self-styled society to interfere and dictate in official matters, knowing full well that the said society has not been and can never be legally recognised by its Imperial master—the Government of Peking.

Before concluding, allow me to commend the action of that generous firm, B. & S., who very liberally donated to the widow of the deceased passenger the handsome sum of \$5,200, transferring or removing the old skipper, promising better treatment "in future" to all Chinese passengers and dismissing the poor watchman (as reported) although he was found innocent at an inquiry held by a British Consul acting as an impartial Judge in a British Consular Court.

Thanking you for the valuable space.— Yours faithfully,

JUSTICE.

ANTUNG IN 1908.

CUSTOMS COMMISSIONER'S REPORT.

Mr. Lewis S. Paley, acting Commissioner of Customs at Antung, writes under date 14th January:—

The octopus of the commercial depression which has been wrapping its tentacles around the marts of North China during 1908 seems to have taken less than average toll of the trade, but it has not been without its effects. Although the physical potentialities of the twelvemonth have rarely been much retarded by the epidemic touch. The life of this valley still derives so much more of its strength from the soil than from the operations of the counting-room and the shipping office that it is not so readily affected by commercial disturbances as that of some of the older ports. The dealers report that their year has differed but little from last season; yet they complain bitterly against the ill fortune attendant upon the curtailment of the purchasing power brought about by the abnormally low prices of restricted demand at a time when almost unprecedentedly cheap silver should have created a healthy foreign market and good value for exports. However, outward appearances have afforded indication of unquestioned prosperity. During 1907 and 1908 the Chinese towns seem to have been rebuilt, so many have been the additions of more substantial shops and offices. Also in the section between the Chinese and the Japanese Settlement a regular system of broad streets has been laid out, some of which connect the main thoroughfares through the Japanese dike with the main roads of the Settlement. Timber continues to be the chief lever operating to raise Antung to a more important place in the business world; still even in the wood trade there have been many losses associated with the general list of moderate profits reported for the season. The year has witnessed the inauguration of the China-Japanese Yalu Timber Company, the establishment of which was first provided for by Article X of the Komura Agreement signed at Peking on the 22nd December, 1905, and later made subject to a more definite compact when the Yalu Forestry Agreement was concluded at Peking on the 14th May, 1908. In pursuance of its terms the Japanese and Chinese Commissioners signed at Moukden on the 11th September the detailed working regulations of the company, which, in turn, fixed upon the 25th September as the inaugural day for this international enterprise. It will be remembered that these two conventions provide for a joint stock company with a capital of \$3,000,000 to be advanced in equal parts by the Powers; with a chief director by the person of the Tongpan Tao, the ranking local Chinese official; with two managing directors appointed by the two Governments; and with offices at Antung and in Japan. The company is to carry on its operations in a strip of territory 60 $\frac{1}{2}$ miles along that part of the Yalu between Macerban and what is known as the Twenty-fourth Valley, near the head waters of stream, and is to act also as the selling agent for all timber felled by Chinese either in this region or in the Hun River Valley. With the opening of the company's office on the 25th September the already much chequered career of the Yalu timber trade entered upon a new stage of its existence, over which heads are shaken when predictions are made. During the past two seasons the Japanese Timber Bureau has forced the raftsmen to surrender to it one-quarter of all the logs floated at prices which were fixed by its own officers and which averaged from one-fourth to one-half of those current on the open market. Since September this levy has been discontinued, and the company has begun buying on the local stock still in the raftsmen's hands at a reduction of from 10 to 15 per cent. on the market price, so that the raftsmen find their lot very similar to what it has been since 1905. Still it is felt that the future of the industry, especially if it is nurtured by a carefully administered plan of *reboisement*, such as was proposed by the Japanese representatives during the negotiations about the formation of the company, must be a prosperous one, continuing to contribute to the port's steady growth. But without question the feature of Antung's commercial horizon which reads trust in the prediction of growing importance to follow upon the conversion of the light railway to Moukden into a standard gauge road and the construction of the bridge across the Yalu, which will link up the Korean system with the iron roads of Asia and Europe. The Japanese officials of the South Manchuria Railway Company state that the \$2,000,000 recently floated in London will be immediately devoted to this reconstruction work and that the final surveys for the new road are already being made. The general plan sanctioned provides for a "mother terminal" at Sokuikuan, the station on the main line of the South Manchuria Railway, 101 miles south of Moukden, which also serves as the junction with the line to the Fushin mines. This will give the road a total length of 170 instead of its present 188 miles, and will also save the expense of another bridge across the Hun River. It is likewise proposed, in order to cater to passenger traffic, to retain as much of the scenic beauty of the present line as engineering considerations will permit. The railway officials state that active work will be started in the early spring and that the remodelled line should be completed in three years, that is, during the spring of 1912. From the Korean Railway officials emanates a simultaneous report with reference to the proposed bridge, to the effect that operations thereon will be begun after the summer rainy season has passed, and that the bridge should stand complete by the time the new Antung-Moukden rails are laid. These constructive works will probably mean much to the business life of the Japanese Settlement, which has been so markedly unsatisfactory during the past two years. Capital has been very tight this season among the smaller merchants, while many losses have fallen upon the larger dealers through unprofitable transactions in exports.

FATAL ACCIDENT NEAR WEICHOW.

OVER SEVENTY-FIVE PERSONS DROWNED.

[From Our Own Correspondent.]

Canton, 16th August.

On the morning of the 11th instant, a launch named *Wu On*, while leaving Weichow with a number of passengers on board bound for Ho Tung, capsized near a place called Sun Ak Tsai, about three miles distant from Weichow, owing to a strong current which was running at the time. The passengers, numbering about a hundred, were thrown overboard, and cries of "Save life" rent the air. Unfortunately, no assistance was forthcoming at the time owing to the deserted state of the place. A number of those who were precipitated into the water were able to swim either made their way to the river bank or caught hold of some drifting float and thus gained a place of safety. These were only about twenty-five in number, while the rest who were unable to swim, were drowned. It was not until late in the afternoon that the Weichow Chamber of Commerce received information of the catastrophe and at once sent out a number of men to the scene, who picked up sixteen corpses. A large number of corpses remain to be recovered. A launch has been chartered to cruise about in the river with a view to recovering the dead bodies of the unfortunate victims.

DEATH OF MR. WARNFOLD LOCK.

LATE MANAGER OF RAUD GOLD MINES.

We (Singapore Free Press) regret to see the announcement in the Singapore papers of the death of Mr. Charles G. Warnfold Lock, who took place at Bandarawella, Ceylon, on July 30th.

Mr. Lock was lately in the Straits and was not then very well. He went to Ceylon and there underwent an operation in May, from the effects of which he never recovered. The immediate cause of death was heart failure. The funeral took place at Nuwara Eliya on Aug. 1st, and many friends who Mr. Lock had made during his comparatively short stay there followed his remains to the grave.

Mr. Lock first came to the Straits in June, 1902, to become manager of Raud Gold Mines, a position which he held for about four years, leaving the company in 1906. Thereafter he was in the Peninsula as a mining engineer and expert, and we believe reported on Sempang Mine, among others. He stayed in Singapore for some time, and his wife came out here in April, 1907. His age must have been close on sixty.

Mr. Warnfold Lock's qualifications were F. G. S. M. I. M. M., and he had been engaged professionally, in Iceland, Austria, British Columbia, and New South Wales. He was a great worker and some of his books are "The Gold Mines of the East," "Practical Gold Mining," "Gold Mining," "The Miner's Pocket Book," and "Mining in the Malay Peninsula," the last named being issued only a few years ago.

SHANGHAI TRADE.

Messrs. Noel, Murray and Co.'s report on the Shanghai Price Goods Trade says:—

There is no very striking evidence of any improvement in our market, but there is certainly a better feeling, with more hope for things to come. As usual in the very hot weather a good many of the dealers are absenting themselves, and no one expects the market to take a real turn before the beginning of next month. The long spell of dry weather has at last broken, but the country could do with a lot more rain, still it is some relief to the anxiety that was prevailing in the North.

As the business in the North, Manchuria more especially, floods have been very prevalent and a good deal of damage done in parts, which may account for the apathetic state of the markets there. The water in the Yangtze has abated and the fear of floods is at an end for the present. The Hankow market is better in consequence and fresh buying orders are coming down, especially for yarn, which in spite of the high prices is still holding its own against the woven article.

The state of uncertainty, not to say unrest that this country has drifted into again, through the old habit of procrastination, of which she is so full, is a source of regret to her well-wishers. The promise of steady reforms, and greater facilities for commercial pursuits, when the new reign commenced, have all ended in smoke. The old conservative party seem to have the upper hand again in Peking and everything relating to concessions that Foreigners have obtained and invested money in seem to be the subject for attack, notwithstanding the great benefit the Country at large was likely to reap from them. The patience of Japan has now been played out with regard to the question of her rights in Manchuria and she has declared her intention of proceeding with the standardisation of the railways she controls without waiting further for the assent of China. She has enormous vested interests in the country that cannot be made to pay without further development, and it is just here that the old dog-in-the-manger policy of China comes in again, and at a very inopportune moment when it is impossible for her to make any show of resistance and which will give Japan the necessary excuse for strengthening her hold on Manchuria and its commerce, as no assistance can be expected from other countries whose sympathies are all with Japan.

The home markets continue in the same unapproachable state as regards prices for staple makes; it being only here and there that it is possible to connect with some special goods of the fancy class. Cotton has fluctuated considerably during the interval, but has recovered slightly towards the close, this morning's quotation coming 6 1/2 d. for Mid American in Liverpool, while Egyptian remains unchanged at 5 1/2 d. From New York we learn the price for September is now 12 1/2 cents and 12 1/2 cents for December.

The Yarn market is keeping in an extraordinarily active state for the time of the year, which leads to the suspicion that some of the buying must be in anticipation of orders, as clearances are not over good. Both the imported and local spinnings have enjoyed a considerable amount of attention at ever ascending prices. The native raw staple is in very low supply, but we understand some forward buying has already commenced, a fair quantity of Nippon being contracted for by a local mill at 25.20 per picul.

No specific transactions are mentioned from first hands, but we understand there is a little doing in a retail sort of way, at rather more satisfactory prices for standard Manchester makes. Clearances are only moderate, being somewhat accelerated by the shipment of 5,000 to 1,200 packages of old purchases for Corea, telegrams from the Country to cartail shipments coming too late to keep back a fair proportion of the above quantity. American makes are decidedly quiet, the market not being assisted by the weak action of one or two native holders. A resale of 100,000 Drills at 5 1/2 d. is reported and some Clifton R. 3 1/2 d. Drills at 4 1/2 d. 4 1/2 d. Drills are offering a little firmer prices for light cloths than had no sales at previous prices.

OF INTEREST TO TOURISTS.

LATEST HANDBOOKS FROM THE STATES.

We have received from the local branch of the Osaka Shosen Kaisha, a number of excellent brochures, with artistic illustrations of some of the beauty spots of the United States which the intending tourist would do well to visit. In connection with the Company's Trans-Pacific service, the comfort of travel by the Chicago, Milwaukee and St. Paul Railway is set forth in attractive style. These are the days of giant strides in the perfection of floating palaces on sea and the lion horse on land. The interior of the well-appointed carriages of the Railway is the cosy sleeping berth, the up-to-date library, an excellent *cuisine*, the high-class table d'hôte provided and special compartments where the strictest privacy is ensured for the cars all the appearance of a well-appointed home. From this we will pass on to a description of a number of well-known lake resorts which are among the finest in the world in their natural luxuriant foliage and beauty of scenery. Excellent coloured photographs of these beauties of nature appear in an artistically got-up booklet entitled "Kilbourne and the Dells of the Wisconsin" and these will afford the stranger a better idea of the natural charms to be found here than a more descriptive effort. The advantages of a visit to California, which has been termed "Winter's Summer Garden," are also set forth lucidly. Last, but not least, an interesting production is that in which appear the principal buildings of the Alaska-Yukon Pacific Exposition. To show the importance attaching to Seattle's great fair, the following paragraphs might be interesting to those who appreciate American industry:—

HOPES OF THE BUILDERS.

It is confidently expected by the builders that this will prove to be the most beautiful of all the world's fairs. Whether this hope will be realized each visitor must judge for himself. Certain it is that the surrounding country presents wonderful natural advantages, and the appearance of the grounds and buildings six months before the gates open shows a full appreciation of these advantages by the landscape artists employed.

A WONDERFUL MONUMENT.

The Exposition monument stands in the plaza in front of the United States Government building. It will be entirely covered with gold from Alaska and the Yukon, and its splendour will be one of the features of the Exposition. It is eighty feet high. At the base are four figures, emblematic of the Northland, the Southern Pacific Countries, the Pacific Coast and the South Seas. The column is Corinthian, with an ornamental shaft carrying an astronomical globe showing the signs of the zodiac and subtended with the American eagle. About \$7,500 worth of gold dust will be used to gild the monument.

At the head of the Cascade Court stands a monument typifying the "Spirit of the Pacific," the sculptor having used the aboriginal races of the Pacific Coast countries as models for his central figures.

THE NAVIES OF THE WORLD.

Warships lying at anchor in Seattle's harbour will tell the story of the Pacific. The United States Navy Department will have the entire Pacific fleet here during the fair; Japan will send her great war vessels, and Great Britain, Germany, China, France, Russia and other nations that have to do with the commerce of the Pacific will have their navies represented. It will be one of the greatest opportunities yet presented to the people of the middle states to study the modern navy.

EXPOSITION FINANCES.

The Seattle spirit that created the fair will make it successful. When it was launched the citizens were asked to subscribe \$50,000 in stock. They subscribed \$60,000 in a single day. In October, 1908, when it was necessary to raise more money Seattle people took \$350,000 bonds in two days. The landscape department asked for 25,000 geranium plants, and on one Saturday afternoon the people of Seattle took 40,000 to the grounds.

The handbooks, as usual, have been cleverly got up and are the highest expression of the artistic sense, which reflects not a little credit on the enterprising compilers.

THE OPIUM TRAFFIC.

ALLEGED CONSPIRACY IN SYDNEY.

Despite the fact that the Customs officials have been exercising a constant and strict watchfulness over all vessels that were supposed to have on board the prohibited opium, they have been aware that considerable quantities have been secretly imported into the State, says the Sydney Evening News of 17th ult. It is recognized by them that there are various ways in which this might be done and that there must always be a mental contact between them and the people who endeavour to get the stuff into the State in defiance of the law. This contest is made all the more keen when it is known that the habit of opium-smoking continues without cessation.

On Friday afternoon Plain-clothes Sergeant McIntosh and Constable Kelly arrested Customs Officers Frederick William Dowling Dansey and Thomas Edward Love, and a Water Police constable, Sidney Wickham, on a charge of conspiracy.

The police state that they saw Wickham leave the E. and A. Company's steamer *Zempe* carrying a bag. When he reached the Customs Office the bag was examined by Customs Officer Love, and passed as being all right. Wickham, it is stated, took the box to a house in Sturry Hills, where Sergeant McIntosh and Constable Kelly, who were hiding in the room, arrested him. They afterwards arrested Love and Dansey.

At the Central Police Court, this morning, Wickham, 25, Frederick William Dowling, Dansey, 35, Customs officer, and Thomas Edward Love, 39, Customs officer, were charged with having, on July 16, conspired to import opium into New South Wales.

On the application of the police, the defendants were remanded until Friday, July 23. Bail was allowed.

VOLUNTEER CORPS ORDERS.

SIGNALLING CLASS.

At Headquarters at 5.30 on Wednesday, the 18th instant.

At Quarry Bay at 5.15 p.m. on Monday, the 16th, and Thursday, the 19th inst.

JOINED.

Mr. J. D. Bush joined the Corps on the 4th August, 1909, assigned Corps No. 1,092 and posted to the Engineer Company.

Mr. A. Adams joined the Corps on the 4th August, 1909, assigned Corps No. 1,093 and posted to the Infantry Company.

TRANSFER.

Gunner A. Hurlow is transferred from No. 1 Company to the Infantry Company with effect from this date.

CANTON ANTI-OPIMUM ASSOCIATION.

SECOND ANNUAL MEETING.

[From Our Own Correspondent.]

Canton, 18th August.

On the 16th instant, the Canton Anti-Opium Association held its annual meeting, when there were present a large number of people, including several officials who are interested in the question. The Acting Viceroy and the Tansai-General also sent representatives to take part in the meeting. Several officials and members of the gentry made speeches relating to the opium evil, which were listened to with considerable interest by those present. A report on the working of the Association together with a statement of accounts was placed on the table for the information of the people. At the conclusion of the meeting a tea-party was held during which those present wished the Association continued success in the good work it was doing in the suppression of opium-smoking. On the same day, a procession was organized and perambulated the city to impress upon the people the evils attendant upon the opium habit.

HONGKONG WATER POLO SHIELD COMPETITION.

SIXTH ROUND.

LUSITANO RECREATION CLUB vs. "BUFFS."

The last match in connection with the Sixth Round of the Hongkong Water Polo Shield Competition resulted in a win for the "Buffs" over the Lusitano Recreation Club. The latter were strongly fancied, but never played anything like their usual game, being slow and erratic at shooting whenever they came into possession of the ball, whilst the Military team were always alert and never missed any opportunities. Both teams had equal chances to score, the "Buffs" always taking advantage of it profitably, but their opponents, as already stated, were just the reverse.

The "Buffs" obtained the ball at the opening stage and after one unsuccessful try, they got clear from their opponents and soon scored the first goal. The Lusitanos now tried hard to equalize and looked dangerous when Alveras swam up almost to the goal mouth, but his shot was too weak and wrongly placed. Private Cloke at this stage was playing well and tried a few stiff shots which were well stopped by Carvalho. The latter end of this half saw the Lusitano team pressing without any good result, the score then standing at—

"Buffs" 1 goal, Lusitanos 0.

An opening was taken full advantage of by Lopes at the replay who went right up the bath and tried his luck which only resulted in a corner throw, which, however, failed to materialize. A penalty was awarded Vincent for being fouled within the penalty area by Remedios, and although this player failed to score in his first try, he succeeded in his second, bringing his team's score to two. Soon after this Private Smith punched the ball into his opponents' net when in front of goal, thereby registering the third for the "Buffs." The latter now encouraged by their success forced matters and kept the Lusitanos on the defence until the call of time. The final score standing at—

"Buffs" 3 goals, L. R. C. nil.

The teams lined up as follows:—

L.R.C.—A. J. V. Ribeiro (Capt.), C. A. Rodrigues, J. M. C. Lopes, R. A. Carvalho, C. M. S. Alves, F. L. da Rosa and E. M. O. Remedios.

"Buffs"—Williams, Barrand, Burke, Cloke, Stiff, Smith and Vincent.

SEVENTH ROUND.

B.O.C. vs. 88th Co. R.G.A.

R.E. vs. 87th Co. R.G.A.

C.Y.C. vs. L.R.C.

V.R.C. vs. 83rd Co. R.G.A.

LEAGUE TABLE.

Played Won Lost Drawn Points.

V.R.C. 6 6 0 0 12

C.Y.C. 6 5 1 0 10

"Buffs" 6 5 1 0 10

B.O.C. 5 3 2 0 6

L.R.C. 5 3 2 0 6

R.E. 5 1 4 0 2

83rd Co. R.G.A. 5 1 4 0 2

87th Co. R.G.A. 0 0 5 0 0

88th Co. R.G.A. 0 0 5 0 0

On Monday afternoon at 6 p.m. the B.O.C. will meet the Corinthian Yacht Club at a friendly game of Water Polo. A good match is expected.

SEVENTH ROUND.

Last Wednesday's match between the Boys' Own Club and the 88th Company Royal Garrison Artillery resulted in a draw, both teams getting in two goals each. The Boys had matters all their own way in the first half, but only managed to score once after many attempts, the Artillerymen playing a splendid defensive game. Shortly after the opening of the second half a penalty was awarded to the 88th on account of Chunyut fouling his opponent within the penalty area; this resulted in the Military team equalising, and in less than a minute later they had added a second goal against the Boys. The latter, however, forced the game at this stage and just before time Mr. S. Ellis secured the second for the B.O.C., the contest ending in a draw after a very exciting and interesting struggle.

The Victoria Recreation Club's representatives immediately after easily defeated the 83rd Company Royal Garrison Artillery by a dozen goals to nil, the play throughout being in favour of the home team.

THE ANTONIO-MURDEN RAILWAY.

FIRST CONFERENCE.

Tokio, August 13.

Baron Ijino, Japanese Minister at Peking, and Grand Councillor Na Tung, President of the Waiwupu, held their first conference yesterday.

Emphasis is laid in Tokio on the fact that Japan will not surrender her right to police the Antung-Mukden railway line, in view of the appearance of bands of Hengshu within the railway areas.—N. C. D. News.

CHINESE COMMEMORATION STAMPS.

A SPECIAL ISSUE.

It will be of interest to philatelists to hear that the Imperial Chinese Postal Administration is shortly issuing three special stamps to commemorate the accession to the throne of His Imperial Majesty Hsuan Tung. Unlike China's present issue these stamps are oblong and are to be issued in the following denominations:—2 cents, yellow border of Imperial Dragon; 5 cents, Temple of Heaven in Green; 10 cents, ditto with blue centre, 7 cents ditto with purple centre. The wording on the top of these stamps being "Chinese Empire" and underneath that "Hsuan Tung 1st year."

It is expected that these stamps will be issued about the 15th of September, the supply being a limited one.

THE COINAGE OF CHINA.

That the coinage of China is in a muddle is an axiom that needs no proof, at least so far as foreigners are concerned, but now at length it is becoming to be realized by the populace at large.

For ages the coinage of the empire has been solely copper cash, that wonderful and convenient unit with probably a higher purchasing power than any other coin ever minted. The Chinese tael (or ounce of silver) has never been used for reckoning silver by weight when large transactions require it, there being by the way at least three different weights in use, but all ordinary payments have always been settled in cash. This applies to the past. With the advent of the foreigner a disturbance in currency matters began. To weigh out silver and squabble over his "touch" at every transfer was clearly unsuited to the business' man; and payments in copper cash were out of the question. Hence

THE INTRODUCTION OF THE MEXICAN.

and other dollar coins, recognized as being the definite portion of an ounce or tael of silver, and so the counting of coins began to take the place of the weighing of silver. The Chinese quickly appreciated the change and silver dollars began to circulate freely all through the central and southern provinces, probably in fourteen out of the eighteen. With the dollar came

THE SUBSIDIARY COINAGE.

of ten and twenty cent pieces, and in particular, the pretty five-cent pieces from Hongkong, but it is highly probable that more of these adorn the gowns of the Chinese fairer sex in the shape of buttons than are to be found in their place of origin. Hence the silver dollar is not the only coin in inland China, while the Hongkong subsidiary coinage has displaced the Chinese, the former being distinctly better in "touch."

Thus through the wide-spread use of silver a scale of prices in dollars and fractions thereof began to compete with the ancient valuations in cash.

An examination of this change may not be out of place when currency and coinage propositions fill the air in high places. An idea seems to possess some people that the tael is China's unit of value. It is readily conceded that officials probably think in taels (and dream of them too, if reports are correct) and that after foreigners at Treaty ports (following the lead of the banks which naturally profit by keeping up two systems of currency—dollars and taels) are led to think that the tael has distinctly Chinese flavour and sanctity about it. A gold mine reckons its output in ounces of gold, a Chinese reckons his silver in ounces of metal but in neither case is a "coin" as such thought of. That this is the case daily contact with the Chinese in any inland part of China will readily show. Why, when you buy tea, eggs, or rice, in mace and candareens? (By the way, who invented such barbarities, to which "tael" must be added?) It always was cash, cash, cash. The popular coin was cash, and ounces of silver only came to the

of that equality of commercial opportunity in the Orient which is the aim of American diplomacy, to maintain it. It has been abundantly proved that the United States has no aggressive designs upon Chinese territory, but it seeks an equal chance to do business there, and, as things have been going for some time, it has looked as though this were in danger of being lost.

The trouble which was encountered by the American financiers who sought to obtain a share in the Hankow-Szechuan Railroad loan, and which has not yet been settled, shows that the way of some European nations seeking trade with the Chinese is not a simple one. Secretary Knox has taken a strong stand in this matter, and it is probable that the three international money groups which had planned to divide the \$27,000,000 loan will be forced to recognize the rights of the United States.

Another danger which confronts American trade in China, and which Minister Crane will undoubtedly keep an eye on, is the special position in Manchuria which Japan and Russia have acquired. These two nations, between them, though not jointly, own the lines of railroad by which Manchuria is traversed, and this ownership has given them certain privileges which they have become accustomed to exploit without too nice a regard for the feelings of other nations.

In Harbin, it will be recalled, Russia recently undertook to assert a power of control which compromised the existence of Chinese sovereignty. Protests by the American Consul led to a revision of the situation, yet even now it is understood that within the railroad zone Russian traders enjoy special advantages which negative the theory of an open door.

Probably the prestige of the American Government in China owes something to the fact that in our dealings heretofore we have not been embarrassed by the presence in any considerable numbers of American traders in that country. Just now, however, we are out for business—or, at any rate, ought to be, and we have as rivals powers which have got into the habit of considering the United States as a sort of philanthropic party when anything is afloat in the Orient.

With the State Department now insisting on our rights, and a shrewd business man going to Peking, it is not improbable that the matter may assume a new aspect.

HONGKONG UNIVERSITY SCHEME

HONGKONG BANK'S CONTRIBUTION.

We are authoritatively advised by Sir Paul Chater that the Hongkong & Shanghai Banking Corporation Ltd., has contributed \$50,000 towards the Hongkong University Endowment Fund.

FURTHER CHINESE SUBSCRIPTIONS. Following are further Chinese subscriptions to the endowment and equipment fund of the Hongkong University:—

Already acknowledged.....	\$201,200
Ho Lai-nam.....	1,000
Hung Kwai-san.....	1,000
Lum Yee-ka.....	1,000
Chan Kit-shan.....	500
Lai Shik-pang.....	500
Po Yick (contractor).....	500
Yuk-chi.....	500
H. E. Yeung Shu.....	500
Chan Chan-nam.....	300
She Tai-choy.....	250
Wu Fat Onip Shop.....	200
Chan Chik-mun.....	200
Ho Cheong-wo.....	200
Tung Kee.....	200
Kwok Lu-woon.....	200
Kwong Hip-loong (shipbuilders).....	200
Wah Tze Yat-po.....	200
Nam Tai-hop.....	200
Tung Tai.....	200
Tsun Wan Yat-po.....	200
Mao Lu-wai.....	200
Hing Tai Hing.....	200
Yee Mel Company.....	200
Kuog Hing Company.....	200
Shan Shing.....	200
Yee Hing.....	200
Kwong Mau Loong.....	200
Wing Lun.....	200
Seng On Company.....	200
Sin Sin Chee.....	200
Total.....	\$211,250

CHINESE SUBSCRIPTIONS TWO LAKHS.

In our issue of yesterday we printed a further list of donations collected by the Chinese sub-committee for the endowment and equipment funds of the proposed Hongkong University. That list included a sum of some \$50,000 received from the Chinese residing in Saigon and aggregated over \$200,000. In the course of yesterday the energetic members of the Chinese sub-committee have succeeded in canvassing for another \$50,000 from the local associations, and added to some other individual subscriptions to have been promised, we understand that only about \$6,000 more will be required so as to bring up the local Chinese subscriptions to a round two lakhs of dollars. That was the amount which was calculated upon as collectible from our Chinese fellow-citizens in Hongkong when the scheme was first launched, so that not only have they fully realized the most sanguine anticipations formed of their co-operation in making the project an accomplished fact, but there is every indication that by the end of the year when the subscription will be closed the Chinese share of the endowment fund will leave a fair margin in excess of the amount reckoned upon as their quota towards the carrying out of a scheme which they stand to benefit by more than any other section of the community.

CANTON DAY BY DAY.

THE NEW VICEROY.

[From Our Own Correspondent.]

Canton, 15th August.

The Canton authorities have been in receipt of a telegram from the Canton Viceroy-designate, H.E. Yuan Shu Huan, informing them that His Excellency has fixed the 15th day of the 7th moon (the 30th instant) when he will assume charge of the Viceroyalty of the Liang Kwang Viceroyalty. The new Viceroy has left Shanghai for Shanghai, where he will remain for a fortnight or so. H.E. Yuan is expected to arrive at Canton about the 27th or 28th instant. On receipt of a further telegram from Shanghai, the Canton officials will send a deputy to Hongkong to meet H.E. Yuan.

HOUSE COLLAPSE.

Yesterday morning two houses in Lo Tik Hong Street in the western suburb suddenly collapsed. Fortunately, no casualties occurred as a result of the accident.

A DESTRUCTIVE FIRE.

It is now ascertained that as a result of the fire which occurred on the evening of the 10th instant, as reported yesterday, twelve persons have sustained injuries, one being in a very serious condition.

EARTHQUAKE SHOCK IN SHIU HING.

Shortly after 10 o'clock on the 8th instant a shock of earthquake was felt in Shiu Hing. The shock was a violent one and several houses

in the affected locality suffered damages to their roofs and side walls.

MACAO'S DELIMITATION.

Telegrams have been dispatched nearly every day to the Chinese Delimitation Commissioners, H.E. Ko Yu Him, by Cantonese residing in various places, requesting him to exert himself to maintain the protest against the Portuguese in connection with the Macao delimitation question and to recover the territories that have been encroached upon by Portugal. Yesterday, H. E. Ko received two telegrams, one from the Chinese residing in Yokohama and the other from Wuhu. A letter was also received from the Chinese in Annam.

SHUFFLING OF OFFICIAL APPOINTMENTS. On the 11th instant, Laotai Chan Mong Tsang took over the seal of office from Wei Ching Tung, as Acting Provincial Judge of Kwangtung. On the same day Laotai Chan Kwang Kwan also took over the seal of office as Acting Laotai for the Development of Native Industries in Canton.

WEST RIVER PATROL.

Admiral Li Chun left Canton on the 11th instant for the West River for the purpose of inspecting the waterways and to effect necessary reforms in the river patrol service.

PROPOSED LIKIN STATION.

A site has been selected at Wong Sha, close to the Canton-Hankow Railway station at that place for the erection of a station for the collection of Likin dues on goods carried by the railway.

THE LATE EMPEROR.

To-day being the anniversary of the birth of the late Emperor of China (Kuang Hsu), an order was issued that there is to be no cattle-slaughter in this city and the occasion is also to be observed as a fast-day. As a mark of respect to the memory of the late Emperor, the local officials and gentry assembled at the Imperial Temple to perform ceremonial rites before the Imperial ancestral tablet; a large number of people attended the solemn service. All eating-houses, restaurants, &c., were closed for business. Wedding ceremonies have also been forbidden to be performed on the occasion.

OFFICIAL'S RETURN.

Taotai So Yui Chiu, Chief Secretary of Foreign Affairs to the Canton Viceroy, who proceeded to Hongkong a few days ago, returned to Canton yesterday.

HARBOUR FATALITY.

On the 10th instant, a sampans, carrying nine passengers and a cargo of several piculs of mulberry leaves on board, was captured owing to her excessive cargo at Tai Ping Sha, Nam-hoi district. As a result of the accident, six passengers were drowned.

FATHER ATTACKED BY SON.

On the evening of the 11th instant, in Tsang Hong Street, in the Western suburb, a young man named Kwan Ah On attacked his father with a chopper, inflicting a nasty wound on the head, extending about 7 inches from the ear down to the chin. The unfortunate victim is now lying in a precarious condition. The young man has been arrested and handed to the police officials to be dealt with.

A PEKING RUMOUR.

A private telegram was received from Peking by a certain official here to the effect that a rumour is current in the capital that H.E. Chang Jen Chun has probably been given an appointment on the Grand Council and that the Viceroy-designate, H.E. Yuan Shu Huan, will be made Viceroy of the Liang Kwang Viceroyalty. This will therefore necessitate H.E. Wu Seung Lum's appointment to the Acting Viceroyalty of the Liang Kwang in place of H.E. Yuan.

ANNIVERSARY OF LATE EMPEROR'S BIRTHDAY.

Yesterday was the anniversary of the birth of the late Emperor of China (Kuang Hsu). In order to commemorate the occasion Dragon flags were hoisted on the various yamens as well as several prominent buildings. A number of shops were closed for the transaction of business. The native press in this city suspended work and consequently there was no issue of vernacular newspapers to-day.

HARBOUR FATALITIES.

Two cases of harbour fatalities have been reported, one taking place on the 11th inst. and the other on the following day. In the first instance a sampans capsize in mid-stream, when two persons were drowned; in the second case a cargo-boat collided with a steam-launch close to the river stevedores' wharf as a result of which the goods on board the smaller craft were lost, in addition to one woman being drowned.

OFFICIAL'S TRANSFER.

The ex-Provincial Judge of Kwangtung, Wei Ching Tung, handed over charge of his yamen on the 12th instant to Taotai Chan Mong Tsang and will leave here in the course of a week for Kwangsi to take up his new appointment as Provincial Treasurer in that province.

H.E. WEN TSUNG YAO.

Owing to the death of his mother in his native place in Kwangtung, H. E. Wen Tsung Yao, at present Assistant Imperial Resident Minister at Lushan, recently submitted a memorial to the Imperial Government tendering his resignation from his post in order to enable him to return to Kwangtung to go into mourning. H. E. Wen's resignation has been refused but he has been granted three months' leave of absence.

THE OPIUM CAMPAIGN.

The Canton authorities have recently been more energetic than ever in the suppression of opium-smoking. The Government Anti-Opium Bureau here has notified the Magistrates of all districts in Kwangtung that they will be held responsible for the closing of all opium dens in the districts under their respective jurisdictions, so that if there are twenty dens or more found remaining open in a district, the name of the magistrate in charge will be placed on the record for neglect of duty; if there are fifty or more, he will be removed from office. A number of detectives have been sent by the Bureau to various districts to make a tour of inspection in this connection.

CANTON-HANKOW RAILWAY.

With a view to avoiding troubles arising from the differences at present existing among the shareholders of the Canton-Hankow Railway Company, Sir Chen Tung Liang Ching, President of the Company, left here on the 15th instant on the steamer *Chey Sang* for Shanghai, en route to Peking, apparently for the purpose of personally consulting with H.E. Chang Chih Tung on matters relating to the line, and to ask for special instructions in order to smooth over the strained relations among the shareholders.

WEST RIVER PATROL.

After having made a tour of inspection of the waterways of the West River, Admiral Li Chun returned to Canton on the 15th instant. Admiral Li has now suggested further necessary reforms in the patrol service in order to check wholesale commitment of robberies.

FATHIAN INUNDATED.

Owing to the heavy downpour of water which has been coming down the West River, the town of Fathian was inundated knee-deep with water on the 15th instant.

THE NEW VICEROY.

The Canton Viceroy-designate, H.E. Yuan Shu Huan, has officially informed the Canton authorities by wire that he arrived at Shanghai on the 15th instant and has applied for ten days' leave of absence from Peking so that he will not be able to assume charge of the Liang Kwang Viceroyalty until about the end of the 7th moon.

18th August.

REPATRIATED CHINESE.

This morning, one hundred and fifty-six poor, aged people among whom were several invalids, arrived here by the steamer *Kwangsi* from Hongkong. These men are repatriated Chinese from Peru. They were received by the various charitable institutions and will shortly be sent to their respective homes. They are now temporarily accommodated in the Kwong Yan and Kwong Chai charitable institutions.

FIRE.

At 1.30 p.m. yesterday afternoon, fire broke out in Tai Ping-Fong Street, Honam, through the careless use of kerosene oil, as a result of which eight buildings were destroyed.

CANTON-HANKOW RAILWAY.

Mr. Leung Yung Wo, who was recently detailed to proceed to Canton to investigate the affairs of the Canton-Hankow Railway Company, has arrived here and called on the Viceroy to report himself.

H. E. KO YU HIM IN CANTON.

On the 15th instant, H.E. Ko Yu Him arrived here from Hongkong and called on the Acting Viceroy, H.E. Wu Seung Lum, to discuss certain matters in connection with the Macao delimitation question.

WEI CHING-TUNG.

The ex-Provincial Judge of Kwangtung, Wei Ching-tung, will leave Canton on the 21st instant for Kwangsi to take up his new appointment as Provincial Treasurer of that province.

THE PRATAS ISLANDS.

Owing to the large sum claimed by the Japanese settlers on the Pratas Islands as compensation for their evacuation, to which the Canton authorities have objected, the Pratas Islands question has not yet reached a solution. The question will be allowed to stand over pending the arrival of the new Viceroy, H.E. Yuan Shu Huan.

THE KWANGTUNG NAVY.

Admiral Li Chun, who has been Admiral of the Kwangtung Navy for the last two years, and whose appointment as Admiral has now been confirmed by an Imperial Decree issued a few days ago, proposes to proceed to Peking to have an audience with the Prince Regent, after the new Viceroy, H.E. Yuan, has arrived at Canton.

RUNAWAY PRISONERS CAPTURED.

The six prisoners, who escaped from the Sunning goal about a month ago, have been recaptured and have now been brought to Canton to be dealt with by the High Authorities.

WEI-CHING-TUNG.

This morning, the ex-Provincial Judge of Kwangtung, Wei Ching Tung, left here by the gunboat *Pu Tai* for Kwangsi, to take up his new appointment as Provincial Treasurer of that province.

DIVORCE DAMAGES.

SPECIAL JURY CASE FOR MONDAY.

We are given to understand that the case will be heard by the Chief Justice and a special jury on Monday morning, in which Captain C. W. Mitchell, master of the steamer *Fa Seng*, is seeking to obtain damages from John Lemm, the architect, for alleged criminal conversation.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Our market has been a little quieter during the week and the business transacted has been more or less confined to a few stocks. The Hongkong Ice Co., Ltd., have declared an interim dividend of \$1 per share for the half year ending 30th June, 1900, payable on the 25th inst. The transfer books of the Company closes from to-day to the 24th inst.

Banks.—Hongkong and Shanghai Bank ruled steady and only a few small sales have been reported at \$105. The London rate is \$95.50. Nationals are wanted at \$65. Marine Insurance.—Cantoners are still offering at \$105. North China can be sold at \$120. Unions are slightly easier with sellers at \$83.75. Yangtze are quoted \$23 in Shanghai.

Fire Insurance.—China Fires have again been placed at \$115. Hongkong Fires have improved to \$350, at which price business has been done.

Shipping.—China and Manilla and Douglas continue neglected at quotations. Hongkong, Canton and Macao Steamboats are on offer at \$14. Indo China are suddenly come into demand on more, but at present price there are no sellers. The London quotation is unchanged, viz. £1.15/- for preferred and £1.30/- for deferred shares. There are buyers in Shanghai at \$14.46. Shell Transports are on offer at 71/- after sales during the early part of the week at 74/- and later at 73.5. Star Ferries, old and new, are unchanged and without business to report.

Refineries.—China Sugars have ruled firmer and sales have taken place at \$17.75, \$18 and \$140. Luxons have been sold at \$22 and more are wanted. Perak Sugars are firmer with buyers at \$15.

Mining.—Chinese Engineers have sellers at \$18. Rubbers are obtainable at \$8. Docks, Wharves and Godowns.—Kowloon Wharves have been sold at \$60. Whampoa Docks remain fairly steady and sales have been effected at \$60 and \$61. Shanghai Docks are a shade easier at \$70, at which rate they are obtainable. Hongkong Wharves weakened during the early part of the week to \$14.4, but have since recovered and sales have taken place at \$14.8.

Lands, Hotels and Buildings.—Hongkong Lands are very scarce, and with a fair demand existing the price rose to \$105 at which buyers prevail. Hongkong Hotels, old, are wanted at \$75 and the new shares at \$45. Humphreys Estates are easier and offering at \$21. Kowloon Lands are obtainable at \$30.

Cotton Mills.—Hongkong Cottons can be had at \$8. Ewos have strengthened to \$13.17, at which price buyers prevail in the North. In other Northern mills we take the following changes from latest mail advices to hand. Internationals. \$15.90, nominal. Lau Kung Mows. \$15.108 buyers and Sochees \$15.450 sales.

Miscellaneous.—China Light and Powers are on offer at \$61. China Providents have found buyers at \$5.60. Green Island Cements are offering at \$8.80. Hongkong Cements are weaker and obtainable at \$190. A small lot of Hongkong Electric have been sold at \$30.1, and there are sellers at the close at \$30.1. Union Waterworks have been dealt in at \$1, and Watsons @ \$2. Langkats have shown a further rise on last week's quotation and according to latest information there are buyers in the market at \$1.10.00. Sumatras are being sold at the slightly improved rate of \$1.10.00.

Rubbers.—The Rubber Market has been a little quieter, probably due to a set back in the price of the raw material, but this has now advanced again. Our last quotation of Hard Para is \$12.40 per lb. Kuala Lumpur was sold during the early part of the week at \$2.13.6 but at the close there are buyers at \$2.10.6. Anglo Malays are wanted at \$7. Balgownie are easier and obtainable at \$50 (Spore). Luggies have buyers at \$2.10.3d and Ledbury's at \$2.5/-.

Exchange.—The Banks selling rate on London is \$18.13/16d. on demand. The T/T rate on Shanghai is 74. Dividends Payable.—Hongkong and Shanghai Bank, Interim of \$1 per share for account 1900 payable on the 23rd inst. Hongkong and Whampoa Docks, Interim of \$1 per share for account 1900 payable on the 23rd inst. Hongkong Ice, Interim of \$2 per share for account 1900 payable on the 25th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:— August Settlement 30th August, September 20th September, October 20th October, November 20th November, December 20th December.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	182
Do. demand	18 13/16
Do. 4 months' sight	17 15/16
France—Bank T.T.	218
America—Bank T.T.	424
Germany—Bank T.T.	177
India T.T.	1304
Do. demand	1301
Shanghai—Bank T.T.	74
Singapore—Bank T.T. par H.K. \$100	73
Japan—Bank T.T.	604
Yankee—Bank T.T.	104
Buying.	
4 months' sight L/C	19 1/16
6 months' sight L/C	19 3/16
30 days' sight San Francisco & New York	43
4 months' sight do.	44
30 days' sight Sydney & Melbourne	5 1/16
4 months' sight France	222
6 months' sight do.	224
4 months' sight Germany	181
Bar Silver	23 7/16
Bank of England rate	21 1/2
Sovereign	11 1/8

LOCAL AND GENERAL.

PRINCE TSAI TAO intends to visit Germany to study her naval and military systems.

Two shop-coolies were fined \$25 each yesterday for illegally bringing letters into the Colony.

A EUROPEAN was fined \$10 in the Police Court yesterday morning for being drunk and incapable.

A CENSOR has presented a memorial calling attention to the necessity for prison reform in China.

THE Waiwupu has notified to the United States China's acceptance of the appointment of the new American Minister.

TWENTY-THREE coolies were each fined \$3 at the Magistracy yesterday morning for gambling at No. 3, Chung Ching Street on Wednesday.

THE deputy sent by the Ministry of Posts and Communications to study railway affairs in Japan is leaving Tokio on his return to Peking.

THE Navy Department for the reorganization of the navy will station official representatives in Peking, Chefoo, Shanghai and other ports.

THE Princess Consorts of the Prince Regent and Prince Tsai Chen are promoting the organization of a Female Education Association for the Empire.

It has been decided that in the transaction of naval business Prince Tsai Hsin will remain in Peking, and Admiral Sah will travel about between Shanghai, Chefoo and Canton.

THE East Asiatic Company at Copenhagen has placed an order for two steamers of 3,000 tons each for Russian account with the wharf of Burmeister and Wain at Copenhagen.

THE Chinese Government has decided on the early formation of a Privy Council and an Audit Department and the decision is heartily approved by Grand Councillor Chang Chih-tung.

COMMENCING last week all the officers, engineers and quartermasters on the C.N. steamers have donned uniforms of a semi-naval description, the gold stripes being similar to those of the British navy.

WE are requested to state that the resolution regarding the increase in liquor licences fees by error inserted in the *Government Gazette* as having passed the Legislative Council and that it was not in fact so passed.

THE Oriental Colonization Company has entered into a contract that will give it a monopoly of fishing licenses along the northwestern coast of Korea, in order to prevent poaching; but the company will permit ordinary fishermen to operate under its superintendence.

At the meeting of the Sanitary Board last Tuesday, a report was submitted by the Medical Officer of Health relative to certain houses to be dealt with under Section 475 of the Public Health and Building Ordinance, 1903.

A report will be made of the temporary exemption granted to 439, Queen's Road Central.

NEWS from various parts of the interior at this season speaks discouragingly for this year's rice crop, reports the *Star Free Press*. There is by far too much water in many rice-growing districts and in some places the crop is completely destroyed owing to the heavy rains which have flooded many paddy plantations.

Up to the present there is little hope of the waters subsiding and the outlook is rather pessimistic.

A PORT Arthur dispatch to Japan papers reports that Brigadier-General W. H. H. Waters, C.M.G., General Officer Commanding the British Forces in North China, arrived there by the British dispatch vessel *Albatross* on Tuesday, August 13.

The following day General Waters, at the request of honour at a luncheon given in the Officers' Club by General Ohima, Governor-General of Kwangtung, Vice-Admiral Tomioka, Commander-in-Chief of the Port, and other distinguished officers being present.

THE Mitsui Bussan Kaisha of this port has commenced the selling of Fushun coal with the fixed purpose of competing with the Kaiping in the local market, where the latter has long been enjoying the monopoly.

Two thousand tons of Fushun coal was recently imported from Newchwang and disposed of, and the M. S. R. claim that it had been appreciated by the Chinese consumers. They are contemplating larger shipments before the Lia River is closed to navigation.

THE Japanese Government has decided to send a naval mission to the United States, which will consist of the Japanese battleship *Yamato*, the cruiser *Yaguchi*, and the torpedo boat *Yaguchi*.

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A RUMOUR is current that Yuan Shih-kai will be appointed to office again.

VICEROY CHANG JEN-CHUN took over the seal of his new office in Nanjing on the 15th inst.

THE Government proposes to add to the Chinese Press Laws special articles according to favourable treatment to editors.

PRINCE TSAI Hsin has decided to go abroad in the latter part of September to study the constitution of the navies of foreign countries.

EXPORTS to Hongkong and China from the Straits, last year, reached a value of 121 million dollars, being a fall of 44 millions or 27 per cent.

MESSRS. Lobnitz and Co., Renfrew, have received a cable that the hopper barges *Heracles* and *Cycnus* have arrived at Oran on their voyage to Singapore.

WE are officially advised that a sub-agency of the Chartered Bank of India, Australia and China, was opened at Klang in the Federated Malay States on 20th ult.

THE Chinese Government decided to organize a fleet of ten men-of-war, at a cost of Tls. 400,000,000, and this scheme will be carried out in spite of the want of means.

EIGHT batmen and women, who were found obstructing the Wing Lok Street, Arsenial Street, and Eastern Street wharves with their sampans, were fined \$5 each in the Police Court, last Tuesday morning.

THE Ministry of War has obtained Imperial permission to transfer the control of all marine forces to the Navy Department.

THE Governor of the Imperial Prefecture of Shantung has reported to the Throne the planting of cereals on grounds in his jurisdiction formerly planted with poppy.

THE Osaka Shosen Kaisha is reported to have decided on a new line of transportation of goods to Osaka from any port of Japan, if for relief purposes in connection with the fire.

OWING to the foundation of the surrounding country resulting from the overflow of the Taidai river, Korea, three hundred persons have been drowned and nine hundred houses have been washed away.

THE local agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 7th August, 1908, amounted to 29,074.67 tons and the sales during the period to 18,519.34 tons.

THE latest news from Sir Havilland de Saumarez is that he and Lady de Saumarez are in good health and that they expect to leave Germany towards the end of August, in time to reach the steamer from Moscow on September 1. Sir Havilland de Saumarez may therefore be expected in Shanghai about September 15.—N. G. D. News.

A TELEGRAM from Formosa to the Japanese Home Department reports that a storm broke out in Formosa on the 9th instant, as a result of which 544 houses have been flooded, a Japanese being drowned. The public roads were damaged in 25 places to the extent of about 1,224 feet. Several rivers overflowed their banks, causing dislocation to the traffic in the districts. The railways were also damaged, the traffic on them being brought to a standstill. The river Tamsui rose over seven feet.

INSTRUCTIONS have lately been issued to all commanders of the Canadian Pacific Railway Company's vessels on the trans-Pacific service, that, on arriving at Yokohama on the west-bound trip, they should have in readiness a full statement of all wireless telegraphic messages exchanged en route either with the Empress or with Nippon Yusen Kaisha steamers. Particulars of position will be given of time during which the two ships were in communication and any other items of public interest. Similar statements will also be given on the east-bound trip. The information will be immediately handed out to the newspapers for publication. In the same way reports of messages exchanged on the eastward trip are to be prepared for delivery at Yokohama and Vancouver. The convenience of this arrangement from the point of view of the travelling public speaks for itself.

CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok, 7 a.m.	29.81	65	98	E 1	0
Nemuro, 7 a.m.	29.97	—	—	NE 2	0
Hakodate, 7 a.m.	29.85	—	—	E 8	—
Tokio, 7 a.m.	29.87	—	—	—	—
Kobe, 7 a.m.	29.64	—	—	—	—
Nagasaki, 7 a.m.	29.84	—	—	—	—
Kagoshima, 7 a.m.	29.84	—	—	—	—
Oshima, 7 a.m.	29.84	—	—	—	—
Naha, 7 a.m.	29.85	—	—	—	—
Shimonoseki, 7 a.m.	29.85	—	—	—	—
Choshi, 7 a.m.	29.85	—	—	—	—
Wakoh, 7 a.m.	29.85	—	—	—	—
Hankow, 7 a.m.	29.85	—	—	—	—
Kinkiang, 7 a.m.	29.85	—	—	—	—
Shanghai, 7 a.m.	29.85	—	—	—	—
Swatow, 7 a.m.	29.85	—	—	—	—
Taipei, 7 a.m.	29.85	—	—	—	—
Tientsin, 7 a.m.	29.85	—	—	—	—
Kobe, 7 a.m.	29.85	—	—	—	—
Pescadore, 7 a.m.	29.85	—	—	—	—
Canton, 7 a.m.	29.85	—	—	—	—
Hongkong, 7 a.m.	29.85	—	—	—	—
Victoria Peak, 7 a.m.	29.85	—	—	—	—
Gap Rock, 7 a.m.	29.85	—	—	—	—
Macao, 7 a.m.	29.85	—	—	—	—
Wuchow, 7 a.m.	29.85	—	—	—	—
Holow, 7 a.m.	29.85	—	—	—	—
Phu Lien, 7 a.m.	29.85	—	—	—	—
Tourane, 7 a.m.	29.85	—	—	—	—
O. St. James, 7 a.m.	29.85	—	—	—	—
Aparr, 7 a.m.	29.85	—	—	—	—
Manila, 7 a.m.	29.85	—	—	—	—
Legaspi, 7 a.m.	29.85	—	—	—	—
Bacolod, 7 a.m.	29.85	—	—	—	—
Iloilo, 7 a.m.	29.85	—	—	—	—
Cebu, 7 a.m.	29.85	—	—	—	—
Lahor, 7 a.m.	29.85	—	—	—	—

	Bar.	Th.	Hum.	Wind	Wt.
Vladivostok, 7 a.m.	29.85	65	98	E 1	0
Nemuro, 7 a.m.	29.97	—	—	NE 2	0
Hakodate, 7 a.m.	29.85	—	—	E 8	—
Tokio, 7 a.m.	29.87	—	—	—	—
Kobe, 7 a.m.	29.64	—	—	—	—
Nagasaki, 7 a.m.	29.84	—	—	—	—
Kagoshima, 7 a.m.	29.84	—	—	—	—
Oshima, 7 a.m.	29.84	—	—	—	—
Naha, 7 a.m.	29.85	—	—	—	—
Shimonoseki, 7 a.m.	29.85	—	—	—	—
Choshi, 7 a.m.	29.85	—	—	—	—
Wakoh, 7 a.m.	29.85	—	—	—	—
Hankow, 7 a.m.	29.85	—	—	—	—
Kinkiang, 7 a.m.	29.85	—	—	—	—
Shanghai, 7 a.m.	29.85	—	—	—	—
Swatow, 7 a.m.	29.85	—	—	—	—
Taipei, 7 a.m.	29.85	—	—	—	—
Tientsin, 7 a.m.	29.85	—	—	—	—
Kobe, 7 a.m.	29.85	—	—	—	—
Pescadore, 7 a.m.	29.85	—	—	—	—
Canton, 7 a.m.	29.85	—	—	—	—
Hongkong, 7 a.m.	29.85	—	—	—	—
Victoria Peak, 7 a.m.	29.85	—	—	—	—
Gap Rock, 7 a.m.	29.85	—	—	—	—
Macao, 7 a.m.	29.85	—	—	—	—
Wuchow, 7 a.m.	29.85	—	—	—	—
Holow, 7 a.m.	29.85	—	—	—	—
Phu Lien, 7 a.m.	29.85	—	—	—	—
Tourane, 7 a.m.	29.85	—	—	—	—
O. St. James, 7 a.m.	29.85	—	—	—	—
Aparr, 7 a.m.	29.85	—	—	—	—
Manila, 7 a.m.	29.85	—	—	—	—
Legaspi, 7 a.m.	29.85	—	—	—	—
Bacolod, 7 a.m.	29.85	—	—	—	—
Iloilo, 7 a.m.	29.85	—	—	—	—
Cebu, 7 a.m.	29.85	—	—	—	—
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Shimonoseki, 7 a.m.	29.85	—	—	—	—
Choshi, 7 a.m.	29.85	—	—	—	—
Wakoh, 7 a.m.	29.85	—	—	—	—
Hankow, 7 a.m.	29.85	—	—	—	—
Kinkiang, 7 a.m.	29.85	—	—	—	—
Shanghai, 7 a.m.	29.85	—	—	—	—
Swatow, 7 a.m.	29.85	—	—	—	—
Taipei, 7 a.m.	29.85	—	—	—	—
Tientsin, 7 a.m.	29.85	—	—	—	—
Kobe, 7 a.m.	29.85	—	—	—	—
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Canton, 7 a.m.	29.85	—	—	—	—
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Gap Rock, 7 a.m.	29.85	—	—	—	—
Macao, 7 a.m.	29.85	—	—	—	—
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Legaspi, 7 a.m.	29.85	—	—	—	—
Bacolod, 7 a.m.	29.85	—	—	—	—
Iloilo, 7 a.m.	29.85	—	—	—	—
Cebu, 7 a.m.	29.85	—	—	—	—
Lahor, 7 a.m.	29.85	—	—	—	—

Shipping.

VESSELS IN PORT.

STAMMERS.	
Alexander, Am. transport, 6,000, E. W. Hendricks, 18th Aug.,—Manila 15th Aug. Coal.—U. S. Navy.	
Ashtabula, Br. s.s., 2,400, Harding, 16th Aug.,—San Francisco 23rd June, and Shanghai 12th Aug., Tea.—S. O. Co.	
Aymeric, Br. s.s., 2,789, Jas. Boyd, 13th Aug.,—Puget Sound via Japan and Manila 10th Aug., Gen.—D. & Co., Ltd.	
Bourbon, Fr. s.s., 950, Le Ball, 19th Aug.,—Saloon 15th Aug., Rice.—Man Fat.	
Caledonia, Br. s.s., 3,520, W. Hayward, 20th Aug.,—Shanghai 17th Aug., Malls and Gen.—P. & O. S. N. Co.	
Changsha, Br. s.s., 1,405, E. Finlayson, 18th Aug.,—Melbourne via Ports 13th July, Gen.—B. & S.	
Cheong Shing, Br. s.s., 1,465, V. McClymont, 18th Aug.,—Canton 16th Aug., Gen.—J. M. & Co.	
Cholsing, Ger. s.s., 1,020, J. Bruhn, 15th Aug.,—Bangkok 7th Aug., Rice.—B. & S.	
Choyang, Br. s.s., 1,424, Courtney, 20th Aug.,—Canton 19th Aug., Gen.—J. M. & Co.	
Dalila Maru, Jap. s.s., 899, Y. Kaburaki, 18th Aug.,—Swatow 17th Aug., Camphor and Sulphur, &c.—O. S. K.	
Dos Hermanos, Am. s.s., 340, M. Morales, 6th Aug.,—Manila 3rd Aug., Ballast.—Jorge & Co.	
Dott, Nor. s.s., 630, Aronsen, 19th Aug.,—Samarang 6th Aug., Sugar and Molasses.—Aagaard, Thoresen & Co.	
Fochoo, Br. s.s., 1,228, Vincent, 2nd Aug.,—Cebu and Iloilo 20th July, Gen.—B. & S.	
Fooksang, Br. s.s., 1,987, F. A. Mitchell, 20th Aug.,—Singapore 14th Aug., Gen.—J. M. & Co.	
Haimun, Br. s.s., 636, J. W. Evans, 20th Aug.,—Swatow 19th Aug., Gen.—D. L. & Co.	
Hauling, Am. s.s., 1,207, D. F. Avasio, 9th Aug.,—from Iloilo, Sugar.—Captain.	
Hilary, Ger. s.s., 1,276, K. Hatje, 16th Aug.,—Samarang and Pulo Laut 7th Aug., Sugar.—S. W. & Co.	
Hyson, Br. s.s., 4,232, J. A. Davies, 19th Aug.,—Liverpool via Ports 10th July, Gen.—B. & S.	
Indrawadi, Br. s.s., 3,369, W. G. Williams, 19th Aug.,—Shanghai 14th Aug., Gen.—J. M. & Co.	
Isohe Maru, Jap. s.s., 1,850, Hyashi, 31st Aug.,—Mororan 25th July, Coal.—M. B. K.	
Kashing, Br. s.s., 1,276, H. E. Laver, 20th Aug.,—Hankow 17th Aug., Cattle and Pigs.—B. & S.	
Kiang Ching, Chi. s.s., 1,002, A. F. Brisander, 17th Aug.,—Canton 17th Aug., Gen.—King Lee & Co.	
Kjeld, Nor. s.s., 910, T. Helleir, 20th Aug.,—Canton 19th Aug., Ballast.—Aagaard, Thoresen & Co.	
Kwangle, Chi. s.s., 1,469, Froberg, 20th Aug.,—Canton 16th Aug., Gen.—C. M. S. N. Co.	
Kwelyang, Br. s.s., 1,404, M. Dawson, 19th Aug.,—Newchwang 12th Aug., Coal.—B. & S.	
Lothian, Br. s.s., 3,222, W. J. Lockhart, 17th Aug.,—Callao (Peru) 6th July, Ballast.—D. & Co., Ltd.	
Mandarin Maru, Jap. s.s., 3,245, Shimidzu, 10th Aug.,—Milke 4th Aug., Coal.—M. B. K.	
Paoting, Br. s.s., 1,027, D. M. Scott, 14th Aug.,—Canton 13th Aug., Gen.—B. & S.	
Petchaburi, Ger. s.s., 1,373, Goswinkler, 19th Aug.,—Bangkok 9th Aug., Timber, Rice and Mol.—B. & S.	
Rajah, Ger. s.s., 2,100, R. C. Reiner, 16th Aug.,—Rajahmundry 10th Aug., Wood.—B. & S.	
Rubi, Br. s.s., 1,619, R. W. Almond, 16th Aug.,—Manila 13th Aug., Gen.—S. T. & Co.	
Samsen, Ger. s.s., 998, R. Petersen, 16th Aug.,—Bangkok 7th Aug., and Swatow 15th Aug., Rice and Teakwood.—B. & S.	
Seattle Maru, Jap. s.s., 6,182, I. Saitow, 16th Aug.,—Mol 11th Aug., Gen.—O. S. K.	
Shing Shun, Chi. s.s., 809, Marquand, 12th Aug.,—Kebau 10th Aug., Coal.—Order.	
Simpson, Dut. s.s., 1,202, H. Vos, 19th Aug.,—Pulo Laut 10th Aug., Sugar.—Yuen Fat Hong.	
Sorogatan, Am. s.s., 812, J. Mogarte, 3rd Aug.,—Iloilo 29th July, Sugar.—Jorge & Co.	
Soshiki Maru, Jap. s.s., 1,119, T. Sugii, 20th Aug.,—Samarang 17th Aug., Gen.—O. S. K.	
Taming, Br. s.s., 1,350, Pennant, 17th Aug.,—Manila 17th Aug., Gen.—B. & S.	
Telemachus, Br. s.s., 1,340, G. Edwards, 8th Aug.,—Manila 5th Aug., Ballast.—Wo Fa Sing.	
Trocas, Br. s.s., 2,657, Frites, 17th Aug.,—Palembang 7th Aug., Keroline Oil.—A. L. & Co.	
Yatshing, Br. s.s., 1,500, Houghton, 19th Aug.,—Chingwantao 13th Aug., Coal.—J. M. & Co.	

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7080

庚五初月七年元統宣

FRIDAY, AUGUST 20, 1909.

五拜禮

號十二月八年港香

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HONGKONG AND SHANGHAI BANKING CORPORATION.

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Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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W. Helms, Esq.
Q. R. Leismann, Esq.
H. E. Tomkins, Esq.
R. G. Barrett, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
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MANAGER:
Shanghai—H. E. R. HUNTER.

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For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [30]

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RESERVE LIABILITIES OF PROPRIETORS £1,300,000

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WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [31]

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ABOUT MEX \$7,222,222.
RESERVE FUND GOLD \$3,250,000.
ABOUT MEX \$7,222,222.

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" 6 " 4 " " "
" 3 " 3 1/2 " " "

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W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000).
RESERVE FUND Fl. 1,125,745 (about £510,470).

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Head Agency—BATAVIA.

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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

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" 6 " 4 " " "
" 3 " 3 1/2 " " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909. [19]

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CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,500,000

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NAGASAKI. NEWCHOWANG.
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LYONS. PORT ARTHUR.
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SAN FRANCISCO. LYONANG.
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BOMBAY. TIE-LING.
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HONGKONG—INTEREST ALLOWED.

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On fixed deposit:—
For 12 months 4 1/2 per cent. p.a.
" 6 " 4 " " "
" 3 " 3 1/2 " " "

TAKKO TAKAMICHI,
Manager.
Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

H & Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

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BOARD OF DIRECTORS: BERLIN.

BRANCHES:
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Tientsin. Tientsin. Yokohama.

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S. Bleichroeder
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Mendelssohn & Co.
A. von Kottbusch & Seebach
Jacob S. H. Stern
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A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [13]

Intimations.

THE SAVOY beg to inform

their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen, underwear a speciality.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 13th August, 1909. [39]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [38]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports { CALEDONIA Noon, 21st Aug. } See Special Advertisement.
Capt. W. Hayward.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { SYRIA About 25th Aug. } Freight and Passage.
Capt. D. C. Gregor, R.N.R.

SHANGHAI, MOJI, KOBE { NILE About 27th Aug. } Freight and Passage.
Capt. E. P. Manis, R.N.R.

SHANGHAI { ASSAYE About 2nd Sept. } Freight and Passage.
Capt. Owco Jones, R.N.R.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 20th August, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home. Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

1909
CUMSHAW
TEA

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOSHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [30]

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER
IN
Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1908. [69]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PHAK, near the TRAM TERMINUS Tel. 66.

For Terms, &c., apply to the MANAGER.

Hongkong, and 1st July, 1909. [67]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,101 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 22nd AUGUST.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao 4 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager. [16]

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and

Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909. [35]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BEUMENTHAL,
Proprietor. Manager.
Telephone, 270. Telegrams "Astor." [24]

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEDEN" Capt. B. Wilhelm	WEDNESDAY, 25th Aug. Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DENYFLINGER" Capt. E. Zacharias	About THURSDAY, 26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 10th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	30th Aug. P.M.
MARSEILLES, VIA PORTS	TOMKIN	Charbonnel	31st Aug. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIE	Sellier	13th Sept. P.M.
MARSEILLES, VIA PORTS	AUSTRALIE	Riquier	14th Sept. at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAY," 1,500 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,500 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

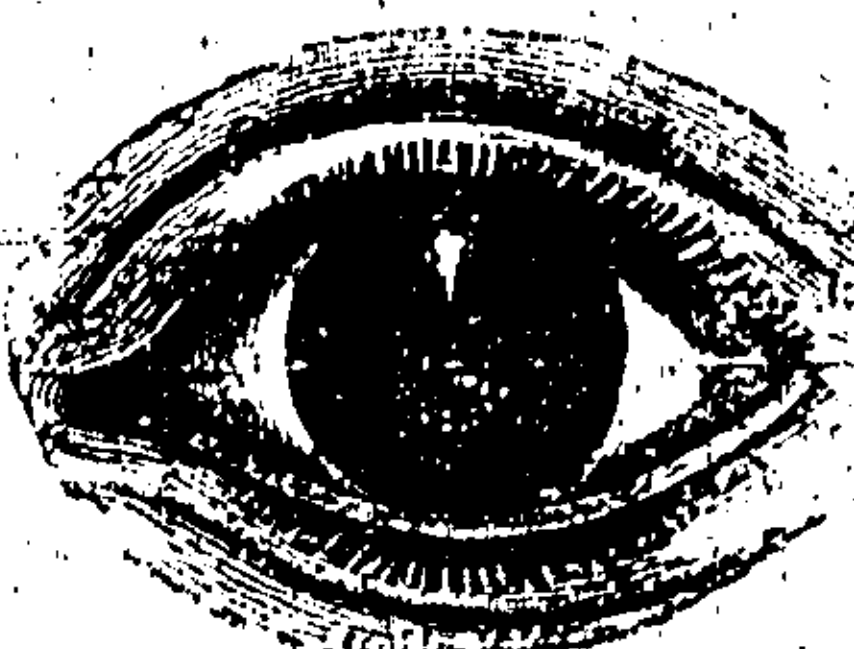
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents.

BARRUTTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON, 1, John Street, Bedford Row, W.C.

CALCUTTA, 59, Bechoo Chatterjee Street.

SHANGHAI, 566, Nanking Road.

Wangchow, 4th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK	No. 2 DOCK	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Lathes of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co. Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909. [463]

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarter, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 6th August, 1909. [584]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at NO. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORANT TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [5]

TO LET.

GODOWN, No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909. [10]

Entertainment

KOWLOON CRICKET CLUB CONCERT.

PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground TO-MORROW, the 21st Inst., commencing at 9 P.M.

1. Overture..... "Tannhauser"..... Wagner	Band of the "The Buffs."
2. Tenor Solo..... "Life the Organist"..... Gray	Rev. A. P. Crofton.
3. Soprano Solo..... "Awake"..... Mrs. J. W. Kaw.	
4. Baritone Solo..... "The Bandolero"..... Leslie	Mr. W. S. Hens.
5. Soprano Solo..... "Villia"..... Lehar	Miss Parker.
6. Humorous Duett..... Selected..... Messrs. Worcester & Carrol.	
7. Selection..... "Cavalleria Rusticana"..... Mascagni	

PART 2.

1. Nautical Selection..... "A Life on the Ocean Wave"..... Band of the "The Buffs."	
2. Soprano Solo..... "Il Baccio"..... Arditi	Mrs. Bellios.
3. Vocal Duett..... "A Night in Venice"..... Lucandoni	Mrs. J. W. Kaw and Mr. E. B. Ayris.
4. Humorous Song..... Selected..... Mr. Worcester.	
5. Selection..... "A Waltz Dream"..... Strauss	Hongkong, 20th August, 1909. [590]

Intimations

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will commence on MONDAY, 23rd Inst. For particulars as to Board and Tuition apply to—

THE DIRECTOR.

Hongkong, 18th August, 1909. [597]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LUBRICATING OILS for one year from the 1st September, 1909, to H.M. Naval Yard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, and should be returned not later than Noon the 23rd August, 1909.

A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender be declined.

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a tender.

H. RISSLAND,

Naval Store Officer.

Hongkong, 18th August, 1909. [598]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.00 noon	Every 15 minutes.
12.00 noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.10 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909. [14]

O. C. MOOSA

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application, Coast

Port orders carefully executed.

Hongkong, 20th September, 1908. [597]

Intimation

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo, from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910 and 1911, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—

BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUPAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the northern boundary of Province of Sarawak.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Gibb, Livingston & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil 0.30

" 500 packets 0.15

" 1000 " 0.12

" 2000 " 0.09

" 3000 " 0.06

(A) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

(B) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(C) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale.

(D) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan, a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent.

(E) If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(F) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(G) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbroker Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1901.

[599]

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "on suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes explained by a visit to our showrooms.

OUR ILLUSTRATIONS
OUR TIME
OUR EXPERTS
OUR ADVICE
AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA BUILDINGS.

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 21st August, 1909.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, TOMORROW, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 20th August, 1909. [585]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, Queen's Buildings, Canton Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 27th July, 1909. [559]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provision of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 13th August, 1909. [590]

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [140]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES
OR
CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRTINGS,
ALPACCAS, HOSIERY,
ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on Application.

Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909. [546]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET,
HONGKONG.

Hongkong, 12th September, 1907. [51]

THE CHINESE PRESS LAWS.

TRANSLATED BY CHANG NIEH-YUN.

The following is a translation of the Chinese Press Laws drawn up by the Office for the Study of Constitutional Politics and sanctioned by Imperial Decree.

Article 1.—Any person establishing a newspaper office for the publication of a newspaper should make an application to the local authorities, twenty days before its publication, setting forth the following particulars:—1. The name of the newspaper. 2. Its rules and regulations. 3. The addresses, names and past career of the publishers, editors and printers. 4. Names and whereabouts of the publishing and printing departments.

Article 2.—Any person becoming a publisher, editor, or printer must fulfil these important conditions:—1. He must be a Chinese of above twenty years of age. 2. He must be free from mental diseases. 3. He must never have been sentenced to imprisonment or heavier punishments.

Article 3.—A person may act in the capacity of both publisher and editor, but a printer may not act as publisher or editor.

Article 4.—A publisher on presenting his application to the local Authorities should accompany it with a deposit of guarantee money on the following scale:

For four or more issues a month \$500,
three or less issues \$250.

All papers publishing only educational or art regulations, illustrations, price reports or other compilations shall be exempted from paying guarantee money. All papers published in the colloquial language, for the enlightenment of the people, on being approved by the authorities in whose opinion, a deposit of guarantee money is unnecessary, shall be likewise exempted.

Article 5.—Should any alterations be made in the particulars mentioned in Article 1. after the publication of a paper, a fresh application shall have to be made within twenty days of making such alterations. In the case of a change of publishers, the paper shall, before a report of such a change is made, be published in the name of the party acting *pro tem*.

Article 6.—Every issue of the paper shall bear the names and addresses of the publishers, editors and printers.

Article 7.—All papers issued daily should submit their copy before 12 p.m. the day prior to the Police Authorities having jurisdiction over the place or to the local Authorities, who will at all times exercise scrutiny over them according to law. All monthly, semi-monthly, bi-weekly and weekly papers or those issued every other day or once in ten days must also likewise before 12 noon the previous day.

Article 8.—If a paper has made an inaccurate statement, any letter of correction or request for correction from the party in question or concerned should be inserted in the next issue. Should such correction exceed the original statement by more than twice the length, a charge is allowed to be made at the rate of ordinary advertisements. If such letters or corrections are couched in unlawful terms or are anonymous they need not be inserted.

Article 9.—When an inaccurate statement has been excerpted from another paper which itself is seen to insert a correction or letter of contradiction, such correction or letter should be inserted free in the next issue of the paper.

Article 10.—All legal proceedings, at which an audience is excluded shall not be published.

Article 11.—All preliminary trials which have not been decided shall not be published.

Article 12.—All diplomatic, army or naval matters, publication of which has been forbidden by the respective Government Departments shall not be published.

Article 13.—All edicts and memorials which have not been published by the Grand Secretariat or in the government gazettes shall not be published.

Article 14.—Newspapers shall not publish the following matters:—Statements libelling the Court and the Imperial Household, statements confusing and subverting the institutions of the Governments, destroying public peace and statements corrupting morality.

Article 15.—Publishers or editors shall not allow themselves to be bribed in order to distort right and wrong in their statements, nor shall they, out of grudge, libel others to the detriment of their reputation.

Article 16.—If a newspaper be issued without making an application in accordance with Art. 1, its publishers shall be fined from \$20 to \$100.

Article 17.—For any violation of Art. 2 or 3, Section 1 of Art. 5, Art. 6 or 7, the publishers shall be fined from \$5 to \$50.

Article 18.—For any misrepresentation made in the application, the publisher shall be fined from \$5 to \$50.

Article 19.—If any paper coming under the categories specified at the end of Art. 4 be found to contain matters outside of its scope, the editor shall be fined from \$5 to \$50.

Article 20.—For any violation of Art. 8 or 9 and on the injured party preferring a complaint which is substantiated on inquiry the editor shall be fined from \$5 to \$50.

Article 21.—For any violation of Articles 10 or 11, the editor shall be fined from \$10 to \$100.

Article 22.—For any violation of Articles 12, 13, or the last matter mentioned in Article 14 the publisher and editor concerned shall be imprisoned for a term extending from 20 days to 6 months or be fined from \$200 to \$500.

Article 23.—For any violation of the first, second or third matters in Article 14 the publisher, editor, and printers concerned shall be imprisoned for a term of 6 months to 2 years and shall be fined from \$200 to \$500. In a case where the circumstances are serious they shall be punished according to the Penal Code. In the event of the printers being really unaware of the offending matters inserted in the paper they shall be exempted from punishment.

Article 24.—For committing the first offence mentioned in Article 15 and on the guilt being proved at a hearing on the aggrieved party making a complaint, the publishers and the editor guilty thereof shall be fined an amount ten times that of the bribe received in the matter. The party giving the bribe will also be punished in the same manner.

Article 25.—For committing the 2nd offence mentioned in Article 15 and on the guilt being proved at a hearing on the aggrieved party preferring a charge the publisher and the editor concerned shall be fined from \$20 to \$200.

Article 26.—With reference to any violation of Article 15, in addition to being punished in accordance with the two preceding articles, the aggrieved party shall be entitled to indemnification according to the gravity of the circumstances, from the publishers and the editor against damages he may have suffered.

Article 27.—For any violation of Articles 12, 13 or the last matter named in Article 14, the publication of the offending paper may be temporarily suspended.

Article 28.—Temporary suspension of publication is limited to 7 days for daily newspapers. For other newspapers of 4 issues, and for those of 3 issues or less a month, the suspension shall be for three issues.

Article 29.—For any violation of the 1st, 2nd and 3rd matters specified in Article 14 publication of the offending paper shall be permanently prohibited.

Article 30.—Any violation of Article 12 which causes any trouble shall be dealt with as coming under the preceding Article.

Article 31.—If a newspaper after making an application for registration delays its publication or after publication suspends its issue for over two months without announcing any reason for doing so, it shall be deemed to have ceased publication of its own accord.

Article 32.—All fines imposed on any newspaper for violation of these laws and legal expenses in connection therewith may be taken out of the guarantee money deposited if such is not paid within 10 days. If this is insufficient, the balance will be pressed for. On this the party concerned shall be required to make up the amount of the guarantee money to its original sum.

Article 33.—If the publication of a newspaper is prohibited or its publication ceases of its own accord, the guarantee money will be returned to the proper party and the registration of the paper cancelled.

Article 34.—Any party who subscribes his name to any article or statements in a newspaper shall be responsible for them in the same way as the editor.

Article 35.—When a newspaper is published in the name of a party acting for another, the agent shall be responsible for the publication.

Article 36.—With the exception of the parties mentioned in particular 3rd of Article 1 and those stated in the two preceding Articles all others financing a newspaper office or are employed therein shall not be responsible for statements of the paper.

Article 37.—All newspapers registered under these laws and recognized by the local authorities shall enjoy the privileges of reduced rates of telegraph charges and postage and also the use of the post and the telegraphs. All newspapers not so registered and recognized shall not be allowed to be forwarded by the post or any steamer or railway train.

Article 38.—A newspaper may insert "Right of reproduction reserved" to any article or statement original to them. Other newspapers may not then copy or extract the same.

Article 39.—Any serial publication in a newspaper, which after a time may be made up into a book, shall enjoy the protection of copyright.

Article 40.—If any newspaper published abroad contravenes any article of these laws so as to entail prohibition of publication, their circulation in China shall be prohibited and the Customs authorities shall prohibit their entry into the country. Any smuggled entry will be destroyed by the Authorities.

Article 41.—The following laws shall not apply to any offence against these laws: that of reducing the punishment when the offender voluntarily reports and confesses his offence; that of increasing the punishment on a second offence; and that of a person charged with several offences at the same time, being punished only for the most serious of them.

Article 42.—The limit of time in which a violation of these laws may be prosecuted shall be six months.

SUPPLEMENTARY.

Article 43.—These Laws shall be enforced in the different provinces two months after receipt thereof of the dispatch announcing Imperial sanction thereto.

Article 44.—All newspapers published before these laws come in force shall accordingly apply for registration within three months after, and they must accordingly deposit the necessary guarantee money.

Article 45.—After these laws shall have come in force all provisional regulations previously established for newspaper offices shall be abrogated.—N. C. D. News.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 24 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a speciality.

Hongkong, 1st September, 1907. [14]

Intimations.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 16th August, 1909. [14]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO and

SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th August will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 18th August, 1909. [458-459]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Morea*.
From Calcutta, ex S.S. *Palawan*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 18th August, 1909. [14]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC."

FROM TACOMA, SEATTLE, YOKOHAMA, KOBE, MOJI and MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th August, 1909. [110]

FROM EUROPE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$86 per annum.

WEEKLY—\$13 per annum.

The rate per quarter and per annum, proportional

Subscriptions for any period less than one month

will be charged as for a full month.

The daily issue is delivered free when the address is

accessible to messenger. Peak subscription can have

their copies delivered at their residences without

any extra charge. On copies sent by post an

additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-

five cents (for cash only).

BIRTHS.

On August 10, 1909, at Wolton-under-Edge,

Gloucestershire, to Mr. and Mrs. A. Vivian

Hogg, a daughter.

On August 10, 1909, London, to Mrs. N. G.

Maitland, a son.

On August 10, 1909, at Ningpo, the wife of

F. W. Fowler, of a daughter.

On Sunday, August 15, 1909, at Shanghai, to

Dr. and Mrs. C. Noel Davis, a son.

On August 15, 1909, at Shanghai, to the wife of

C. Hoppenberg, a daughter.

On August 15, 1909, at Chelso, the wife of

Wm. Katz, of a daughter.

DEATH.

At Shanghai, Juan del Rivero, aged 84 years,

On August 15, 1909.

On August 15, 1909, at Shanghai, to the wife of

C. Hoppenberg, a daughter.

On August 15, 1909, at Chelso, the wife of

Wm. Katz, of a daughter.

On August 15, 1909, at Chelso, the wife of

Wm. Katz, of a daughter.

On August 15, 1909, at Chelso, the wife of

Wm. Katz, of a daughter.

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Wm. Katz, of a daughter.

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Wm. Katz, of a daughter.

On August 15, 1909, at Chelso, the wife of

Wm. Katz, of a daughter.

be able to meet the best men sent by other countries on even terms.

His appointment has caused much interest among European countries. China has an import trade of 350,000,000 a year, to which we contribute less than one-tenth. Her exports amount to \$210,000,000 a year, of which we take slightly in excess of one-tenth. In recent years our export trade to China has been practically at a standstill. It is believed throughout Eastern business circles that Crane, admittedly a far-sighted and successful business man, will speedily improve conditions.

Commenting on the foregoing news the *San Francisco Chronicle* says:—

It would not be difficult to read into the appointment of Charles R. Crane, a well-known and experienced business man, as United States Minister to China, a purpose on the part of this country to take fuller advantage of that equality of commercial opportunity in the Orient which it is the aim of American diplomacy to maintain. It has been abundantly proved that the United States has no aggressive designs upon Chinese territory, but it seeks an equal chance to do business there, and as things have been going for some time, it has looked as though this were in danger of being lost.

The trouble which was encountered by the American financiers who sought to obtain a share in the Hankow-Szechuen Railroad loan, and which has not yet been settled, shows that the way of some European nations seeking trade with the heathen Chinese are peculiar. Secretary Knox has taken a strong stand in this matter, and it is probable that the three international money groups which had planned to divide the \$27,000,000 loan will be forced to recognize the rights of the United States.

Another danger which confronts American trade in China, and which Minister Crane will undoubtedly keep an eye on, is the special position in Manchuria which Japan and Russia have acquired. These two nations, between them, though not jointly, own the lines of railroad by which Manchuria is traversed, and this ownership has given them certain privileges which they have become accustomed to exploit without too nice a regard for the feelings of other nations.

In Harbin, it will be recalled, Russia recently undertook to assert a power of control which compromised the existence of Chinese sovereignty. Protests by the American Consul led to a revision of the situation, yet even now it is understood that within the railroad zone Russian traders enjoy special advantages which negate the theory of an open door.

Probably the prestige of the American Government in China owes something to the fact that in our dealings heretofore we have not been embarrassed by the presence in any considerable numbers of American traders in that country. Just now, however, we are out for business—or, at any rate, ought to be, and we have as rivals powers which have got into the habit of considering the United States as a sort of philanthropic party when anything is afoot in the Orient.

With the State Department now insisting on our rights, and a shrewd business man, going to Peking, it is not improbable that the matter may assume a new aspect.

LOCAL AND GENERAL.

The French mail of the 20th July was delivered in London on the 19th inst.

The Ministry of War has obtained Imperial permission to transfer the control of all marine forces to the Navy Departments.

The Governor of the Imperial Prefecture of Shantung has reported to the Throne the planting of cereals on grounds in his jurisdiction formerly planted with poppy.

SHAREHOLDERS in the Hongkong and Shanghai Banking Corporation are reminded that the half-yearly meeting takes place at the City Hall at noon to-morrow (Saturday).

THE Osaka Shosen Kaisha is reported to have decided to allow free transportation of goods to Osaka from any port of Japan, if for relief purposes in connection with the fire.

OWING to the inundation of the surrounding country resulting from the overflow of the Taidon river, Korea, three hundred persons have been drowned and nine hundred houses have been washed away.

THE local agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 7th August, 1909, amounted to 29,014.67 tons and the sales during the period to 18,579.34 tons.

THE latest news from Sir Haviland de Saumarez is that he and Lady de Saumarez are in good health and that they expect to leave Guernsey towards the end of August, in time to catch the train from Moscow on September 1. Sir Haviland de Saumarez may therefore be expected in Shanghai about September 15.—*N. C. D. News*

THE Police Affairs Bureau in the Home Office reports that the population, Korean and Japanese, of this country is 9,169,000 and 119,000 respectively, making an average of 670 persons to the square *ri*. When reckoned according to provinces it varies greatly. It is between 1,200 and 1,600 to the square *ri* in the province of Kyongki and South Chooongchong and between 800 and 1,200 in the five provinces of North Chooongchong, North and South Kyonggiang and North and South Choeila. In the two provinces of Whanghai and South Prongan, it averages between 400 and 800, while the four provinces of North Pyongan, Kangwon and North and South Hamkyong show an average of less than one hundred to the square *ri*.—*The Seoul Press*.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG DOCKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—On the eve of the meeting of the Hongkong and Whampoa Dock Co., Ltd., I venture to solicit a space in your valuable paper to give vent to the dissatisfaction of many shareholders on the very poor result of the working for the first half-year of 1909.

Never before, as far as my memory can recollect, has the Company been through such a poor six months and I need hardly say that the paltry sum of \$38,833.59 as shown in the balance sheet, after deducting the cost of reorganization, would hardly do credit to some very much smaller concerns, even in these bad times. To arrive at this balance the following abstracts, from the balance sheet, will show:—

The net profit for the 6 months... \$76,639.93
Less Liability cost of Reorganization... 37,776.34

\$38,833.59

When one considers the substantial position occupied by the Dock Company with its huge capital of \$4,500,000, earning only 1 per cent. for six months' working, it is only too clear that there is something radically wrong somewhere with the whole business of the Company, and it is up to the Directors of the Company to make a clear explanation at Monday's meeting, so that shareholders' minds might be eased to a certain extent as to the future prospects of the Company.

As it is at present things certainly look very gloomy for all shareholders, when one considers the very keen competition the Whampoa Dock Company has to face in its rival the Taikoo Dock and also the Northern Dock which concern recently displayed great keenness in snatching from our very grasp as it were the contract from Manila for repairing the transport *Warren* and also many other contracts, which could no doubt have been secured by our Dock Company had the management made a determined effort to succeed in the bidding.

From a general point of view, it seems that the Directors are plunging headlong into a scheme of re-organization without knowing to what extent they would benefit by the ultimate result, and as it is at present there is barely anything done yet. The huge sum of \$37,776.34 is put down in the balance sheet as "Cost of Reorganization to 30th June 1909" and one can hardly demur from the fact that granting the re-organization of the whole concern should prove successful from certain points of view, yet financially there is a widespread belief that it may prove a disastrous failure, and the Directors should have ascertained the views of shareholders and given them careful consideration before going to the unnecessary expense of engaging the services of an expert from Home thereby throwing away the substance for the shadow.

In glancing over the report and balance sheet for the past six months, one can hardly admit that the Company is in the same sound position as it was a few years back. A most important factor for serious consideration is that the amount due to creditors is put down at \$1,941,123.41 whereas in the report for the concluding six months of 1908, it was only \$1,851,657.83 showing an increase of \$89,465.59. Instead of this item showing a decrease, it is continually rising and it would be most interesting for all concerned to know when the Directors will be able to liquidate some of this huge loan.

In thanking you for the use of your space I can only add, in conclusion, that the Directors owe a duty to the shareholders in giving them a very clear explanation at Monday's meeting and I sincerely trust they will be able to give satisfactory assurances of the Company's future prospects.—Yours, etc.,

Hongkong, 20th August.

THE PRATAS ISLAND QUESTION.

A Tokyo dispatch reports that the Yamen of the Viceroy of Kwangtung has submitted a proposal to Mr. Segawa, Japanese Consul at Canton, for the settlement of the Pratas Island dispute. The views of the Chinese authorities are said to agree in the main with those of the Japanese, so that it is expected a satisfactory settlement of the question will shortly be seen.

CHINESE RIGHTS.

UNDER THE BRITISH FLAG.

Mr. Spencer, the Chairman of the Sydney Furniture Trades Board, found himself called upon to emphasize the principle that the laws of the British Empire apply not only to one section of the community, but to all under the flag. A request had been made by Mr. D. Levy, M.L.A., on behalf of a number of Chinese furniture traders, that his clients should be given an opportunity of making themselves heard before the board decided the conditions of the award, which would shortly have to be made. Mr. Cutler, the employees' representative, warmly resented the appearance of Chinese in the matter, and characterized them as "aliens and undesirable." Mr. Levy considered that, inasmuch as any award would affect the Chinese, it was only right that they should be heard. If they committed a breach of the law they would be held responsible. Therefore he was of opinion that they should be considered along with the other employers of labour when an award was being made. Mr. Spencer thought so too, and intimated that after the conference which was about to take place between the parties to the dispute, Mr. Levy might place before the board such evidence as he desired to call, in the interests of those whom he represented.

CANTON BAY BY BAY.

THE PRATAS ISLANDS.

(From Our Own Correspondent.)

Canton, 19th August.
Owing to the large sum claimed by the Japanese settlers on the Pratas Islands as compensation for their evacuation, to which the Canton authorities have objected, the Pratas Islands question has not yet reached a solution. The question will be allowed to stand over pending the arrival of the new Viceroy, H. E. Yuan Shu Hsun.

THE KWANGTUNG NAVY.

Admiral Li Chun, who has been Admiral of the Kwangtung Navy for the last two years, and whose appointment as Admiral has now been confirmed by an Imperial Decree issued a few days ago, proposes to proceed to Peking to have an audience with the Prince Regent, after the new Viceroy, H. E. Yuan, has arrived at Canton.

RUNAWAY PRISONERS CAPTURED.

The six prisoners, who escaped from the Sun-ning gao about a month ago, have been recaptured and have now been brought to Canton to be dealt with by the High Authorities.

WEI-CHING-TUNG.

This morning, the ex-Provincial Judge of Kwangtung, Wei Ching Tung, left here by the gunboat *Tu Tai* for Kwangsi, to take up his new appointment as Provincial Treasurer of that province.

A "BOY'S" CLAIM.

SERIOUS ALLEGATION AGAINST HIM.

Before Mr. Justice Gompertz, who presided in the Summary Jurisdiction Court, a house "boy," named Lin Mei, brought a claim against Mrs. C. Robertson, of 18, Taikoo Road, Quarry Bay, to recover \$15, alleged to be due for wages.

Mr. P. W. Goldring, who appeared for the defendant, said that he had paid \$8 into Court with denial of liability. A cross-summons had been issued, but the plaintiff could not be found. On his writ of summons he gave his address as Yau-ma-ti, but he was not known there.

The plaintiff was called and in answer to a question from the Court, said that he at present lived at Tai Hang village.

His Honour—When did you remove?—On the 1st.

But the summons was issued before that date. How do you account for your giving your address as Yau-ma-ti?—I live at Tai Hang, but my belongings are at Yau-ma-ti.

Mr. Goldring, continuing, remarked that his cross-summons was for damages for leaving defendant's employment. The defendant, he said, was a very obstreperous person. He knocked Mrs. Robertson down and then ran away. Police Court proceedings would be taken against him as soon as this case was over.

His Honour—Was the matter reported to the police?

Mr. Goldring—No.

It is a long time to take Police Court proceedings now.—It is the first time we have seen him.

The defendant was served with the writ, and the case was adjourned.

FUNERAL OF THE LATE GRAND DOWAGER EMPRESS.

AN IMPERIAL DECREE.

Peking, 14th August.

The following is from the *Shanghai Mercury*:—

1. The Prince Regent has verbally received the following decree of Lug-yu Empress Dowager. On the 13th August the Board of Rites sent in a memorial proposing to remove the remains of the late Hsiao Chia-hsien Empress (Grand Dowager Empress) to Eastern Mausoleum of the Senior Empress Regent (Empress Dowager of Hsien Feng) at Putung on the 9th of November and to bury them permanently on the 16th of November.

The ritual service for the permanent burial of the remains of the late Grand Dowager Empress is most important and the Emperor should attend personally to show his filial duties, but as the Emperor is still in his infancy and the season is cold and it is not advisable for his majesty to go out to a distant place, therefore it is not necessary that the Emperor should attend.

2. The Lug-yu Empress Dowager will pay respect to the remains of the late Grand Dowager Empress on the 9th November and will stay at the detached Palace at the Lungfu temple on the 12th November and will pay respects to various mausolea on the 14th November and then will leave the Detached Palace at the Lungfu temple on the 17th November for Peking and it is hereby ordered that all the localities on the route need not specially prepare for the occasion. As to the preparations for the ritual services necessary, it is hereby ordered that the Yamen concerned and the Viceroy of Chihli prepare them carefully.

3. On the 9th November on the occasion of the funeral of the late Grand Dowager Empress it is hereby ordered that the local officials need not prepare anything specially for the occasion. As to the matter relating to the route it is hereby ordered that Viceroy Tuan Fang prepare them with the utmost simplicity and to state the account of the expenditures and not a cent be misused and also not to cause any troubles amongst the natives.

A TELEGRAM from Formosa to the Japanese Home Department reports that a storm broke out in Formosa on the 9th instant, as a result of which 544 houses have been flooded, a Japanese being drowned. The public roads were damaged in 25 places, to the extent of about 1,224 feet. Several rivers overflowed their banks, causing dislocation to the traffic in the districts. The railways were also damaged, the traffic on them being brought to a standstill. The river Tamsui rose over seven feet.

STABBING AFFRAY.

FIGHT BETWEEN LIGHTER MEN IN THE HARBOUR.

A stabbing affray took place on board the *Appar liner Lightning*, in the harbour, yesterday afternoon. One man was conveyed to hospital, while his alleged assailants, two in number, are in police custody.

The trouble started between the forks of two lighters. From what can be made from the statements secured by witnesses, it would seem that the injured man, who was engaged either in receiving or discharging cargo, objected to the other lighter coming alongside his until he had finished the work. The people on the other boat paid no heed to the objection taken and moved alongside. A quarrel soon followed, challenges were sent out, and accepted. The parties went on board the *Lightning* and hostilities opened. The two men in custody attacked the injured man. One of them, as it is alleged, produced a knife and stabbed the man twice, one blow touching the arm and the other in the back. The police were called, and, as already stated, the arrests were made and the injured lighter man removed to the Government Civil Hospital for treatment. The accused were charged in the Police Court, this morning, with causing grievous bodily harm. The case was remanded as complainant cannot leave hospital for a day or so. His injuries are not considered serious. The defendants denied the charge.

INTERPORT POLO.

SHANGHAI TEAM.

In preparation for the forthcoming Interport Polo Match, the local team had some good practice on Saturday afternoon when nine chukkas were played, says the *Shanghai Mercury*. The ground was in good condition, the ponies were in good form and the players showed good combination.

The members of the Tsingtao Polo team consisting of Commander Waffield, Lieut. Schade, Lieut. Meinke and Mr. R. H. Eckford, with Lieut. Pfeifer as reserve, arrived here from the north to-day by the I.C. *str Takang*, and were received by members of the local Club.

This local team for the Interport match will be chosen this evening after further practice this afternoon. The Interport Match will be held on Wednesday afternoon and promises to be very interesting and should attract a large number of spectators.

Owing to the fact that Hongkong will not be able to take part, as for the past three months they have been unable to practice owing to the ground being closed, the "Kaswick" Challenge trophy has been sent up from the South and will be on exhibition at the Polo ground on the day of the match.

DIVORCE DAMAGES.

SPECIAL JURY CASE FOR MONDAY.

We are given to understand that the case will be heard by the Chief Justice and a special jury on Monday morning in which Captain C. W. Mitchell, master of the steamer *Paw Sang*, is seeking to obtain damages from John Lemm, the architect, for alleged criminal conversation.

ANTI-OPIMUM MEASURES.

LAXITY IN PEKING.

Peking dispatches state that though the opium prohibition was enforced in Peking with much stringency at the outset, its keenness has since gradually worn off. It is now but a farce. Officials, who were addicted to smoking, after having been passed as cured, have been required to give bonds by sureties for their continued abstinence and to be re-examined after intervals of every three months. This re-examination only lasts for a few hours and may be easily got through.

Opium-smoking officials have found it useful to band together and become sureties for each other. Thus the bond regulation is easily evaded. Smoking still openly goes on in their homes, and numerous secret dens and divans exist to accommodate smokers of the lower classes.

Abuse is also practised on the regulation requiring smokers to be licensed, as a number of smokers would join together to pay poor wads to take out licences enabling them to buy large quantities of the drug every day, ostensibly for their own consumption, but sufficing in reality for those who pay them for this illegal behaviour. In connection with this state of affairs much "squeeze" by yamen runners is being committed.—*N. C. D. News*.

CHINESE JOURNALIST'S DEATH.

AN OVERDOSE OF OPIUM.

Charlie Lean Fore, 42, a Chinese, who lived with his wife and family at 4 Mary-street, Surry Hills, died at his home about 7 o'clock this morning, reports the *Sydney Evening News* of 26th ult.

Fore retired to bed last night apparently in good health; but became very ill early this morning. Dr. Luker was sent for, but Fore was in a dying condition when he arrived. A cup containing opium was found on the bedroom table, and there were also signs of the drug on his lips and the pillow slip. Fore had been very despondent of late, but had never threatened to take his own life.

A note in his handwriting, addressed to "Mrs. Maggie Dig, 51 Foster-street," was found on a chair in his room. It read: "Dear Maggie,—Thanks very much for looking after my children at past times. I hope you will look after the thing for future time. Good-bye, Maggie. God bless you."

In Dr. Luker's opinion, death was due to an overdose of opium. He attended Fore on several occasions.

Fore was a Chinese journalist, employed on the *Yung Wah Times*, a Chinese newspaper printed in Sydney.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

MEETING OF SHAREHOLDERS.

The shareholders of the China Merchants Steam Navigation Company convened a meeting at Chang Su-ho's garden on the 15th August at 2 p.m., there being present 732 shareholders representing 31,264 shares. Yen Tze-chun read a report of the matters to be discussed at the meeting. Chen Kwan-yin stated the views of the shareholders in Canton, Hongkong and Macao. The Chou Tsing-tseng asked the shareholders to vote the proposed Directors under the supervision of Tai Kau-hen, Tang Yau-ching, Chu Ching-shan and Shih Tze-yin. The following were voted:—

Sheng Kung-pao 4,766
Shih Sheng-che 1,686
Tan Kan-choo 1,650
Yen Tze-chun 1,556
Cheng Kwan-yin 1,525
Sheng Chi-chen 1,256
Tang Yau-ching 1,240
Chang Pei-wei 1,044
Yang Shu-ching 985

As Sheng Kung-pao had declined take up the directorship by a letter, Ho Pei-liang, who got 616 votes, was declared elected. Cheng Kwan-yin owing to his age, and Yen Tze-chun owing to his connection with the Ningshao steamship company, asked to be relieved but all asked them to remain. Then auditors were voted:—

Ku Yung-chuan 5,470
Yen Yu-san 3,106

The shareholders decided to adopt the draft articles of association in accordance with the law of companies of the Chinese Commercial code and to register the company at the Board concerned. The meeting ended at 5 p.m.

The result of the meeting was wired to the Board of Communications and the Board of Agriculture, Works and Commerce.—*Shanghai Mercury*.

A TRADE-MARK DISPUTE.

DECISION AGAINST A FOREIGN FIRM IN JAPAN.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NEW CANTON VICEROY.
DEPARTURE FROM NANKING.

[By courtesy of the "Sheng Po"]

Peking, 19th August.

H. E. Yuan Shu-Huan, Viceroy-designate of Canton, will leave Nanking for Shanghai on 22nd inst.

Later.

Viceroy Yuan will leave Shanghai by the C.M.S.N.Co.'s s.s. Hsin Ming on 28th inst. for Canton.

He will take over the seal of office on the 4th prox.

NAVAL REORGANISATION.

A TOUR OF INSPECTION.

[By courtesy of the "Sheng Po"]

Peking, 19th August.

Shun Pui-lap is to leave Peking on the 25th inst. on a tour of inspection of the Provinces in connection with the naval reorganisation scheme.

KIRIN-CHANGCHUN RAILWAY.

LOAN AGREEMENT SIGNED.

[By courtesy of the "Sheng Po"]

Peking, 19th August.

On the 17th inst., the representatives of China and Japan at Tientsin signed an agreement for a loan for the construction of the Kirin-Changchun Railway.

The latest agreement entered into between China and Japan with respect to the Kirin-Changchun Railway provides:—1, that the Engineer-in-Chief and Chief Accountant shall be Japanese; 2, that the agreement shall hold good for twenty-five years, during which period the line shall be worked by the Chinese and Japanese jointly; 3, that the cost of the railway, which is estimated at Tls. 2,500,000, shall be entirely borrowed from the Japanese and the interest thereon shall be five per cent. per annum, computed from the day when the whole sum is paid to the Chinese and 4, that the receipts of the railway company shall be deposited with the Yokohama Specie Bank in China.—*Shanghai Times*.

ANTUNG-MUKDEN RAILWAY.

PROSPECTIVE SETTLEMENT.

[By courtesy of the "Sheng Po"]

Peking, 19th August.

The Waiwupu is about to come to terms with Japan on the Antung-Mukden Railway difference.

NEW LICENSE DUTY.

IMPORTANT CONCESSION TO LONDON HOUSES.

Mr. Lloyd George made an important announcement about the new Budget duties on public-houses to a deputation of London Liberal members at the House of Commons. They asked that the new license duties in the metropolis should be levied on the basis of sales, and not on that of rateable value.

The deputation was introduced by Mr. Causton, and included Capt. Norton, Mr. Horneiman, Dr. Cooper, Mr. Ivis, Mr. Stopford Brooke, Mr. Pearce, Mr. Varney, and Mr. B. S. Straus. Mr. Pearce printed out that of the additional duty of £2,000,000 under the bill London would pay £666,000, or 33 per cent., whereas of the old duty, amounting to £2,222,350, London paid only £195,951, or less than 10 per cent.

IGNORED BY BREWERS.

The Chancellor of the Exchequer, in reply, said he was very desirous of meeting the case put before him, but the London brewers had refused to see him (the only trade which had taken that course), as apparently their politics were dearer to them than their business.

He was prepared to have the London licenses revalued on the basis of the actual trade in the houses, so that the license duties in London would in effect be levied on the basis of business done, and not on the present rateable value, and with this object in view he was still prepared to see the London brewers.

THE BREWERS' TAX.

He took exception, however, to their action in putting up the price of beer before they had had to pay the additional license duties, in order that they might influence their customers against the present Government.

GROCERS' LICENSES.

It was stated on 22nd ult. that the negotiations which have been in progress with regard to grocers' license duties have resulted in an agreement accepted by all the parties concerned, and that Mr. Lloyd George will put down amendments to the Finance Bill accordingly. The basis of the arrangement has not yet been officially disclosed.

LLOYD'S REGISTER.

DEATH OF THE CHAIRMAN.

We are courteously informed by Mr. Jno. Lambert, Lloyd's surveyor in Hongkong, that he is in receipt of an official communication from the head office announcing the death of Mr. James Dixon, chairman of Lloyd's Register, which sad event took place on the morning of the 18th July last.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Our market has been a little quieter during the week and the business transacted has been more or less confined to a few stocks.

The Hongkong Ice Co., Ltd., have declared an interim dividend of \$1 per share for the half year ending 30th June, 1909, payable on the 25th inst. The transfer books of the Company closes from to-day to the 24th inst.

Banks.—Hongkong and Shanghai Banks ruled steady and only a few small sales have been reported at \$1.030. The London rate is 2.95 1/2. Nationals are wanted at \$65.

Marine Insurance.—Cantons are still offering at \$195. North Chinas can be sold at Tls. 120. Unions are slightly easier with sellers at \$637. Yangtzes are quoted \$231 in Shanghai.

Fire Insurance.—China Fires have again been placed at \$115. Hongkong Fires have improved to \$350, at which price business has been done.

Shipping.—China and Manilas and Douglases continue neglected at quotations. Hongkong, Canton and Macao Steamboats are on offer at \$114. Indo Chinas have suddenly come into demand once more but at present price there are no sellers. The London quotation is unchanged, viz. 2.115 1/2 for preferred and 2.2 for deferred shares. There are buyers in Shanghai at Tls. 46. Shell Transports are on offer at 7 1/2 after sales during the early part of the week at 7 1/4 and later at 7 3/8. Star Ferries, old and new, are unchanged and without business to report.

Refineries.—China Sugars have ruled firmer and sales have taken place at \$137 1/2, \$138 and \$140. Luzons have been sold at \$12, and more are wanted. Perak Sugars are firmer with buyers at Tls. 295.

Mining.—Chinese Engineerings have sellers at Tls. 18 1/2. Raubs are obtainable at \$3.

Docks, Wharves and Godowns.—Kowloon Wharves have been sold at \$60. Whampoa Docks remain fairly steady and sales have been effected at \$60 and \$51. Shanghai Docks are a shade easier at Tls. 7 3/4, at which rate they are obtainable. Hongkong Wharves weakened during the early part of the week to Tls. 14 1/4, but have since recovered and sales have taken place at Tls. 14 1/2.

Lands, Hotels and Buildings.—Hongkong Lands are very scarce, and with a fair demand existing the price rose to \$105 at which buyers prevail. Hongkong Hotels, old, are wanted at \$75 and the new shares at \$45. Humphreys Estates are easier and offering at \$31. Kowloon Lands are obtainable at \$30.

Cotton Mills.—Hongkong Cottons can be had at \$8. Ewos have strengthened to Tls. 137 1/4, at which price buyers prevail in the North. In other Northern mills we take the following changes from latest mail advices to hand. Internationals. Tls. 90, nominal. Lau Kung Mows. Tls. 108 buyers and Soychees Tls. 430 sales.

Miscellaneous.—China Light and Powers are on offer at \$64. China Providents have found buyers at \$3.50. Green Island Cements are offering at \$38.50. Hongkong Ices are weaker and obtainable at \$190. A small lot of Hongkong Electrics have been sold at \$204, and there are sellers at the close at \$104. Union Waterboats have been dealt in at \$11, and Watsons @ \$8 1/2. Langkats have shown a further rise on last week's quotation and according to latest information there are buyers in Shanghai at Tls. 1,040. Sumatras have been sold at the slightly improved rate of Tls. 14 1/2.

Rubbers.—The Rubber Market has been a little quieter, probably due to a set back in the price of the raw material, but this has now advanced again. Our last quotation of Hard Fine Para is 8 3/4 per lb. Kuala Lumpurs were sold during the early part of the week at £2. 13. 6 but at the close there are buyers at £2. 11. 6. Anglo Malays are wanted at £7. Balgownies are easier and obtainable at \$50 (Spore). Linggis have buyers at £1 18. 3d. and Ledbury's at £1 5 1/2.

Exchange.—The Banks selling rate on London is 2s. 8 1/2d. on demand. The T/T rate on Shanghai is 7 1/4.

Dividends Payable.—Hongkong and Shanghai Banks, Interim of £1 per share for account 1907 payable on the 23rd inst. Hongkong and Whampoa Docks, Interim of \$1 1/2 per share for account 1909 payable on the 23rd inst. Hongkong Ices, Interim of \$2 per share for account 1909 payable on the 25th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—
August Settlement 30th August.
September " 29th September.
October " 29th October.
November " 29th November.
December " 29th December.

A SHOCKING case of white slave traffic has just come to light at Asabadka, and has caused the greatest sensation in Hungary. The nurses of the large Marie Valeria Hospital in that town have for six years past systematically sold young female patients who were penniless, and had no near relatives, after their recovery. From correspondence found it appears that the nurses had a clientele throughout Hungary and also abroad, and that they employed many agents in their degrading enterprise. The nurses and several accomplices have been arrested by the Asabadka police.

KILLED BY AN EXPLOSION.

DISOBEYING ORDERS RESULT IN WORKMAN'S DEATH.

A Chinese drill man named Lo Tam, of the Shatin section of the Kowloon-Canton Railway, was fatally injured in an accident the other day. His death was brought about by his own carelessness. Early on the morning of the 14th instant, Lo Tam and others were engaged in drilling holes in a rock for blasting purposes. An order had been issued to the men previously that they were not to drill in or near a certain hole in the rock, which contained gelatin. Lo Tam, however, contrary to instructions, meddled with this dangerous spot, with the result that there was an explosion, which hurled him some distance away. When he was picked up and removed to the Dispensary it was discovered that three of his ribs and his nose were broken and injured in many other parts. He was treated by one of the railway doctors, but he expired five days later from the effects of his wounds. The deceased was twenty-five years old.

THE AWAKENING OF CHINA.

HER NEEDS AND A GREAT OPPORTUNITY.

The following appeal has been published in *The Times* London, by the China Emergency Committee:—

It is difficult to escape the language of exaggeration when one contemplates the spectacle of China to-day, breaking away from the traditions and self-content of a thousand years to acquire the knowledge and power of the Western World which, down even to ten years ago, she despised and contemptuously refused. For anything approaching a parallel one must turn to Japan and her sudden emergence from centuries of isolation to become the pupil of Europe and to raise herself from exclusive and Asiatic feudalism in 1869 to the world-power she is in 1909. At the present moment China is in the first stage of that movement out of her immemorial past, like a chrysalis preparing to emerge from its cocoon. But the development of China throws almost into insignificance the precedent of Japan, wonderful and complete as that has been. In the case of Japan it meant the re-organization on the lines of Western knowledge, science, and progress of a nation of 40 millions of people. In the case of China it means the departure from the hidebound traditions, customs, and sterile knowledge of a thousand years of a nation of 400 millions of people. This one third or at least one-fourth of the whole human family, homogeneous in race and language, is now setting itself to school in the knowledge, science, and methods of the Western World. The changes which the next ten years will effect in China can only be dimly foreseen, even by those who best know the patience, industry, and powers of learning of the race.

THE EMERGENCE OF CHINA.

The past ten years in China have been sufficiently full of development, though no more than preparatory to what is already on the way. China's defeat in 1894 at the hands of Westernized Japan at once roused Chinese patriotism and her sense of the power of European knowledge. Then followed in 1898 attempts to introduce administrative reforms, which led to the Boxer Rising—China's effort to justify her ancient ways and means by ridding the Empire of all "foreign devils." The crushing of that movement by the combined action of the Treaty Powers definitely established in the Chinese mind the superiority of Western knowledge, or, at least, the ineffectiveness of China's ancient methods when opposed by European science and skill. As a Chinese official recently remarked: "Before the year 1900 every Chinaman was convinced that he was superior to Europeans; since 1900 he has been convinced that he is inferior." The victory of Europeanized Japan over Russia accentuated that conviction and made it final.

From that day China has steadily set her face to the West and to the acquisition of the knowledge and power of Christendom. By the Imperial Edict of October, 1905, the old syllabus in the literature and moral philosophy of ancient China through which the officials and mandarins were awarded their positions was abolished, and it was prescribed that in future the candidates for official posts should be selected from those who proved their capacity in modern knowledge and education. With the abolition of that antique system of civil service examination (dating from the time when Alfred the Great ruled England) came the establishment of an educational system of graded schools and colleges—Lower and Higher Primary Schools, Lower and Higher Secondary Schools, with advanced and technical curricula, throughout the Empire. Temples were seized by the authorities and turned into schools, while maps and blackboards superseded ancestral tablets and images though trained teachers were lacking. Practically every province may be said to have a so-called "Imperial University." In the schools, colleges, and various educational institutions of the province of Chihli the students number 100,000, while of individual cities Nanking, the provincial capital of Kiang si, is educating 10,000. These are merely instances which show how the oldest civilized race in the world is setting herself to acquire modern learning. Nor is this movement limited to males, for in defiance of the ancient subservience in which women have been held in China, the Imperial Government has promulgated schemes for the establishment of primary and normal schools for girls. Simultaneously there has come amazing activity in the printing and publication of translations of English and European books, the sales of which are being numbered by hundreds of thousands. Unfortunately great business energy has been devoted to the supply of marvellous books, and it is a matter of urgent and vital importance that adequate means should be forthcoming for the translation and publication of the best and highest in Western literature.

CHINA UNBOUND.

Resolutely and unitedly China has set her face to the West, and is setting herself to acquire modern learning, and is

all earnestness and diligence she is acquiring it. This educational movement on the part of China far exceeds in significance and importance the raising and training of a Chinese army on a European model. The ethical aspect of the awakening is declared in the bold and sweeping prohibition against opium-smoking, which is now declared illegal in provinces after province, and officials addicted to it declared incapable of retaining office, if they do not break themselves of the habit within a given period of months. Striking at the root of the evil, the cultivation of the poppy is being drastically forbidden in many parts. Socially this new birth of China is equally, if not more emphatically, signalized by decrees forbidding the binding of women's feet. The utmost that the most sanguine missionaries have asked is that girls under sixteen should have their feet unbound, but in the enthusiasm for the uplifting of the race, one Chinese viceroy has ordered all women under forty to unbind their feet within four months under penalty of a fine, the fines to be devoted to the support of girls' schools.

These are symptoms of the awakening which is manifesting itself in every sphere of Chinese life. How railways have spread themselves and are being built throughout the Empire is a matter which cannot be dealt with here. That which it is of supreme, paramount significance is the fact that from its long slumber and self-content China is at last awake, eager and intent on her education in all the wisdom and science of the Western World, whose knowledge she has spurned so long. Education—that is the keynote and intention of China to-day. In literature, in engineering, in medicine, in philosophy, she is waiting, and anxious to receive from the West. No account of this amazing volte face of China from her attitude of contempt and exclusion no more than ten years ago can omit the part which has been played in this awakening of the world's greatest nation by the work of the Christian Churches through decade after decade. There is no sect nor denomination of Christianity which has not shared in that missionary work. Through schools, colleges, hospitals, and the publication of English literature in Chinese translations the mission have been the first to introduce Western knowledge and ideas to China. Decades of apparently fruitless labour and the blood of many martyrs have led up to the present position of China, thirsting for the knowledge of the afiretime abhorred "foreign devils." Active hostility to Christianity has gone. Both the highest official and the people at large now recognize the fact that Christianity has come to stay in China. Acute and impartial observers, indeed, have declared that successful propagation of Christianity is probably the most vital factor in determining the future history of Asia. Speaking at the Mansion House meeting of the China Emergency Committee held under the presidency of the Lord Mayor on March 16, Sir Robert Hart, whose long work as Inspector-General of the Imperial Chinese Customs has given him like profoundest knowledge of China and its people, said: "We are alarmed lest Western knowledge and Western science may give the Chinese people strength without principle, and may even bring in a crude materialism without that higher teaching and higher guidance which are necessary for the best welfare of any people."

CHINA'S PRESENT NEED.

It is the realization of that danger, but even more a realization of the needs of China, which have led to the formation of the China Emergency Appeal Committee, the representative character of which may be best shown by the fact that it includes Sir Robert Hart as President, the Archbishop of Canterbury, the Bishops of London, Durham, and Ripon, Lords Alversstone, Armitstead, Strathcona, Reay, and Kinnaird, the President and ex-Presidents of the National Free Churches Council, Rev. Alexander McLaren, Rev. Dr. Fairbairn, Rev. Dr. J. B. Paton, the Vice-Chancellors of Oxford, Cambridge, Edinburgh, and Glasgow Universities, and many other distinguished men representing banking, commerce, education, medicine, and various missionary societies. It is the object of this Committee to utilize to the full the unexampled present opportunity of establishing in China institutions through which the Chinese people may be trained to educate themselves in the Western knowledge and civilization which they have set themselves to acquire.

There is, first, China's crying need of medical education—of schools and hospitals in which Chinese students will be taught and practise medicine and surgery. Already valuable work has been done by the Union Medical College and Hospital at Peking, whose diploma is officially recognised by the Chinese Government. Similar institutions are urgently needed, and the China Emergency Committee appeals for £40,000 for their building and equipment. Not less needed is the establishment of Colleges and centres for the training of Chinese teachers for the primary and secondary schools which are being established everywhere throughout this Empire of 400,000,000 inhabitants. The China Emergency Committee appeals for £40,000 to build and equip these training colleges.

Thirdly, there is a demand throughout China for translations of European books. The demand far exceeds the supply, though it is only through literature that the Chinese gentleman will acquaint himself with Western thought and learning. The books sell in vast numbers, but the work of translation involves heavy preliminary expenses. For this purpose the China Emergency Committee appeals for £20,000. Contributions can be specifically given, if desired, for one or more of the three objects included in the appeal and should be sent to the China Emergency Appeal Committee, 28, Victoria Street, Westminster, S.W., or to the Hon. Treasurer, Robert L. Barclay, Esq., 54, Lombard Street, E.C.4, or the Right Hon. the Lord Mayor, Mansion House, E.C.3.

These are the three objects for the attainment of which the China Emergency Committee has been established. It must be

To-day's Advertisement.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo, impeding the discharge or remaining on board after 5 P.M., the 21st inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th August, 1909.

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Noted that in each case the need of funds is for capital expenses for development of institutions which will continue to be worked by existing societies and agencies, so that donors to the £100,000 will not be called upon for annual subscriptions. Indeed, the Medical Colleges and Teachers' Training Colleges will, when once established, be maintained by the fees of the students. But China needs these institutions now in order that Chinese doctors and schoolmasters may be trained and in turn train their fellow countrymen as doctors and teachers. That may be expected of China within the next 15 or 20 years, but to-day the imperative, urgent, and immediate need of China is for European teachers and professors. Two or three years hence the opportunity will have gone which the occasion now offers of assisting—in the words of Sir Robert Hart, "four hundred millions of people to advance in the right direction." India to-day is an instance of the grave dangers which follow the assimilation of Western knowledge unaccompanied by Western civilization. In an even greater degree that danger faces China. It is the object, therefore, of the China Emergency Committee, while primarily establishing educational institutions, to elevate and rarely the letter of Western learning with the spirit of our Western Faith. These are the years of crisis in China, and her whole future awaits crystallization. It is for this reason that funds are now urgently sought for the immediate establishment of Medical Schools and Normal Training Colleges and for the diffusion of Western literature in China.

THE OPIUM TRADE.

A BIG SEIZURE.

The Sydney Evening News of 23rd ult. says:—Constables Robins and Joyce were informed on Thursday that about 60 tins of opium were to be delivered in the vicinity of Belmore Markets that night, and that the drug was to be brought in a sulky. The officers named were soon busy looking for vehicles of the sulky description for a considerable time, visiting the lanes and quiet streets, with senses stimulated to a considerable degree. At last, early in the evening, they saw a sulky pulled up in Albion-street, in which a man was seated. Upon searching the vehicle they found in a box fixed at the rear, a carry-all basket, containing 59 tins. These tins, it is supposed, contain opium. They were seized, and the defendant was charged with having them in his possession. He declared that he had been asked by two other men to look after the horse and trap while they were absent. James Lee, 24, dealer, was charged before the Central Police Court this morning, with having in his possession 59 tins of opium suitable for smoking.

On the application of the police, the defendant was remanded until Wednesday next, on bail.

THE CONSPIRACY CHARGE.

Sydney Wickham, 28, police constable; Frederick William Dowling Dabney, 38, Customs officer; and Thomas Edward Love, 39, Customs officer, were charged at the Central Police Court this morning with having, on July 16, conspired to import opium into the State. The defendants were remanded until Tuesday next, on bail.

Intimations.

THE

DAIRY FARM Co., LIMITED.

Choice Australian

RABBITS

75 cents each

HARES

\$1.50 each.

Hongkong, 17th July, 1909.

[380]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRIOR & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[417]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE,

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLESOME.



Sole Agents:

H. PRICE & CO., LD.

WINE, SPIRIT AND CIGAR MERCHANTS

12, Queen's Road, Central.

Hongkong, 14 August, 1909.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers from Quebec.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA"	"ALLAN LINE" FRIDAY, OCT. 1ST.
SATURDAY, SEPT. 4TH.	
"MONTEAGLE"	
SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND"
"EMPRESS OF INDIA"	FRIDAY, OCT. 22ND.
SATURDAY, SEPT. 25TH.	"ALLAN LINE"
"EMPRESS OF JAPAN"	FRIDAY, NOV. 12TH.
SATURDAY, OCT. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

U. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"CHOYSANG"	SATURDAY, 21st Aug., 4 P.M.
TIENSIN VIA SWATOW, WEI	"CHEONGSHING"	SATURDAY, 21st Aug., 5 P.M.
HAIWEI & CHEFOO		
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	TUESDAY, 24th Aug., Noon.
& MOJI		
FOOCHOW	"YATSHING"	WEDNESDAY, 25th Aug., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers "Kutsum", "Namang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kaidai, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 20th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA—AND USUAL	"CHANGSHA"	21st Aug., 4 P.M.
AUSTRALIAN PORTS		
SHANGHAI	"OHENAN"	22nd " " Daylight.
SWATOW, AMOY & SHANGHAI	"PAO ING"	23rd " " 4 P.M.
MANILA	"TAMING"	24th " " 3 P.M.
ORBU & ILOILO	"KAI FONG"	24th " " 4 P.M.
NINGPO & SHANGHAI	"PAKHOL"	25th " " " "
SHANGHAI	"ANHUI"	26th " " " "
WEIHAIWEI & TIENSIN	"HUICHOW"	26th " " " "
SHANGHAI	"LINAN"	29th " " " "
MANILA	"TEAN"	31st " " 3 P.M.
SHANGHAI	"CHINHUA"	2nd Sept., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

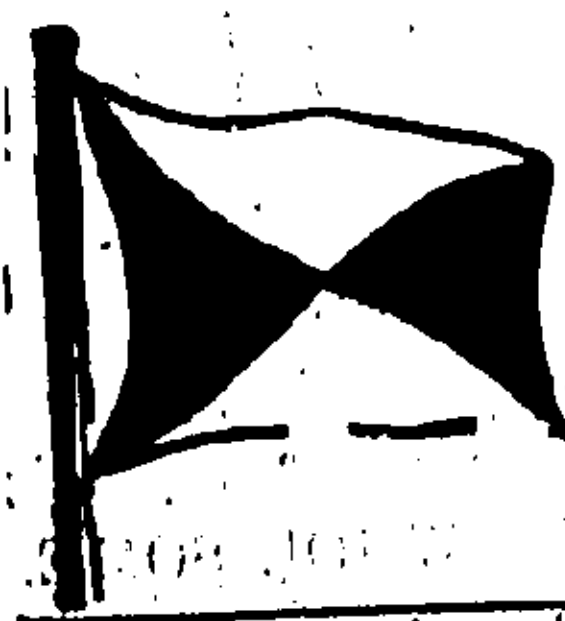
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihui) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 16. Hongkong, 20th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	MONDAY, 23rd Aug., 5 P.M.
LAFIRO	2540	R. Rodger	"	SATURDAY, 28th Aug., at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers.

Mon. Evr. 20th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 "	" 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug., at Noon.
Do.	"TACOMA MARU"		SATURDAY, 25th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJIN MARU"	SUNDAY, 22nd August, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHO SHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th August, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAMBA MARU, Capt. O. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKOHAMA AND YOKOHAMA	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOJI AND KOBE	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 22nd Aug., at 4 P.M.
MOJI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6300	FRIDAY, 1st Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 24th Aug., at Noon.
	MIYASAKI MARU, Capt. T. Mura, Tons 9000	FRIDAY, 27th Aug., at Noon.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	SATURDAY, 21st Aug., at Noon.

1 Cargo only.

2 Fitted with new System of wireless telegraphy.

3 Omitting Keelung and Shimidzu.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA."

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c. TO-MORROW, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Monopolita*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Calcutta*, due in London on 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to R. A. HEWETT, Superintendent.

Hongkong, 20th August, 1909.

[4]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ."

expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

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"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams; will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 21st July, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 22nd August, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE."

Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 22nd August, 1909.

[568]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"K'WONG TUNG" Capt. H. W. WALKER
"KWONG SAI" Capt. M. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officerd by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electrically. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.
Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 26th April, 1909.

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Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1909.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,000,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/81 = 5.6.024	4 1/2 %	\$1030 sellers London 295.5/-
National Bank of China, Limited	99,925	£7	£6	£4,000	\$10,223	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$14 for 1907	7 1/2 %	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 120 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$2,464.9	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$837 1/2 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	17 7/8	\$12 and bonus \$3 for 1907	7 1/2 %	\$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$1,085	\$1 for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000	Nil	24 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$21,70	Interim of \$1 1/2 for account 1909	7 1/2 %	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	£5	£5	£1,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 1/10 = 5.3.154	...	\$61 buyers
do. (Deferred)	50,000	£5	£5	£1,000,000	£13,755	Final of 2/- for 1908 and interim of 1/- for 1/6 1909	...	73/- sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000	£68,817	\$1.00 for year ending to 4. 1909	4 %	\$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$3,121	\$5.50 for year ending to 4. 1909	3 1/2 %	\$151
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sales
Laron Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,811	\$3 for 1897	...	\$24 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 31 for year ending 31.8.08	...	Tls. 295 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 181 sellers
Rub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,871	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	Dr. \$7,481	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000	\$30,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$60 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$38,798	Final of \$4 making \$8 for 1908	12 1/2 %	\$62 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,16	Final of Tls. 24 for year ending 31.4.09	6 1/2 %	Tls. 791 sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 3,500,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 148 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 105
Central Stores, Limited	50,191	\$15	\$15	\$752,865	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$17 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$195	Final of \$3 making \$6 for 1908	...	\$75 ex n.l. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 %	\$45 b. new
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,486	60 cents for 1908	6 1/2 %	\$91 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 3,750,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 118 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	968	Interim of \$2 for account 1909	8 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 137 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 31.9.06 (8%)	...	Tls. 90 sellers
Leong-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 200	Tls. 200	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108 buyers
Soy Chee Cotton Spinning Company, Limited	5,000	Tls. 500	Tls. 500	Tls. 2,500,000	Tls. 15,011	Tls. 50 for 1906	...	Tls. 410 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/8	12/8	£1,500	£648	1/10 per share for 1908	10 %	\$10 sa. and b.
China-Borneo Company, Limited	60,000	\$25	\$25	\$1,500,000	Nil	\$1.20 or 1908	8 %	\$134
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$61,138	50 cents for year ended 12.1.06	8 1/2 %	\$64
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000	\$3,407	80 cents for 1908	8 1/2 %	\$9.60 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$164 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,75	Final of 50 cents making 90 cents for 1908	10 %	\$8.50 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$3,75	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.7.09	6 %	\$204 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$7,616	Final of \$15 per share making \$15 for 1908	12 1/2 %	\$190 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$6,790	Interim of \$1 for account 1909	8 1/2 %	\$44 sellers
Maatschappij tot Mijn. Bosch en Landbouwplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 5,991	Tls. 116,022	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 1,049 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,204	80 cents on fully paid shares and 80 cents on 5/- paid shares for year ending 30.4.09	6 %	\$14
Peak Tramways Company (new)	10,000	\$10	\$10	\$100,000	18,640	None	3 %	\$8 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	...	...	...	...
Shanghai-Sumatra Tobacco Company, Limited	80,000	Tls. 30	Tls. 30	Tls. 24,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 148 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. \$56,602	None	...	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$256	40 cents for year ending 31.5.08	8 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$172	60 cents for year ending 31.12.08	5 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 9,900 ord shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$84 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,513	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
William Powell, Limited	17,000	\$7	\$7	\$119,000	\$3.95	...	...	...
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	45,000	£1	£1	none	none	30 % = 6/- per share for year 1908	...	£6.15 buyers
do. (partly paid)	103,500	£1	£1	none	none	...	...	...
Balgownie Rubber Estate, Limited	20,000	£1	£1	none	£7,400	25 % for year ending 31.3.09	...	\$50 sellers
Castlefield Rubber Estate, Limited (fully paid)	6,000	£1	£1	none	none	None	...	£1.15
do. (contributory)	24,720	£1	£1	none	none	None	...	£1.16
Highland & Lowland Para. Rubber Co., (fully paid)	181,414	£1	£1	none	£8,784	None	...	£1.16
do. (contributory)	123,540	£1	£1	none	none	3 % for year ending 30.6.08	...	£1.16
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	£820	60 % for year 1908	...	£1.13
Linggi Plantations, Limited (ordinary)	925,000	2/-	2/-	none	none	7 % for year 1908	...	£1.13
do. (7% pref.)	10,220	£1	£1	none	none	15 % for year ending 31.12.08	...	£1.13
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	None	...	£1.13
do. (8% pref.)	2,300	\$10	\$10	none	none	None	...	£1.13
Ledbury Rubber Estates Limited	6,020	£1	£1	none	none	None	...	£1.13
do. (contributory)	40,000	£1	£1	none	none	None	...	£1.13

* These shares are entitled to half of the profits.

Intimations.

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High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overruling and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, eczema, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy life's pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other ills of brain and nerve exhaustion, are successfully combated by this highly potent preparation. "Bleeding up the system generally, it gives tone to the exhausted nerves, arrests all weakening, wasting, discharges, involuntary losses, etc., restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

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